SUPPLEMENT TO

THE BOMBAY GAZETTE

BOMBAY :—THURSDAY, JULY 26, 1877.

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BOMBAY CHAMBER OF COMMERCE.

A MEETING of the Bombay Chamber of Commerce was held in the offices of the Chamber, Parsee Bazaar Street, on Tuesday. Mr. Donald Graham presided, and there were also present :—Mr. Nicholson (Ed. Bates and Co.), Mr. Ashley (Bean, Ashley, and Co.), Mr. Abercrombie (Ewart, Latham and Co.) Mr. Symons and Mr. Weber (Finlay, Muir, and Co.), Mr. Walter Lang (Finlay, Scott and Co.), Mr. Forbes (Forbes and Co.), Mr. Greaves (Greaves, Cotton and Co.), Mr. Bickerdike (Knoop and Co.), Mr. Lofts (Lyon and Co.), Mr. Macdonald (Chas. Macdonald and Co.), Mr. H. Maxwell (Nicol and Co.), Mr. Owen (Owen and Okell), Mr. C. Poole (Peele, Cassells and Co.), Mr. Mowat (Ritchie, Steuart and Co.), Mr. Ed. Sassoon and Mr. Solomon (David Sassoon and Co.), Mr. J. Y Lang (Stearns. Hobart, and Co.), Mr. Kapp (Volkart Brothers), Mr. Bryce (Wallace and Co.), Mr. Jones (Chartered Mercantile Bank), and Mr. Parker (P. and O. S. N. Co.).

NEW MEMBERS.

The following new members were elected, viz. :—Messrs. A. Blaschek and Co. proposed by Messrs. Volkart Brothers and seconded by Messrs. Greaves, Cotton and Company ; and the New Colaba Company, proposed by the Chairman and seconded by Mr. J. Y. Lang.

THE WORK OF THE CHAMBER.

The Chairman said the next thing to be done was to inform the Chamber what the Committee had been doing since the last meeting. Most of the papers relating to their acts had been published in the newspapers, so he should be very brief. The first matter that came before the Committee after the last meeting of the Chamber was an alteration in the Anchor Line Company's Bills of Lading. The papers on this subject had all been circulated, and he did not think he need say anything about it. The next matter was a letter from the Deputy Conservator and Master Attendent of the port with reference to the steamer Dagmar. The Chamber was informed that the Government of India refused to put the steamer Dagmar at the service of the port for this season. The matter was referred back to the Port Trust, and he believed the Port Trust had admitted their responsibility in the matter and were giving it their attention. The next matter was some papers on the subject of wheat improvement. These papers were all published in the newspapers, and he had no doubt had been read by those interested, so he did not think he need refer further to them on this occasion. The next matter was the New Cotton Fraud Bill. That subject was fully discussed at a general meeting not long ago, and he thought they were all acquainted with the main facts relating to it. He might mention, however, that latterly the Committee had received a communication from the Chamber of Commerce in Manchester, accompanying a copy of a memorial, which that Chamber had sent to the Secretary of State, supporting the action taken by the Bombay Chamber. This was very satisfactory, as completely contradicting what was said by the supporters of the Act, that it was recommended by the Manchester Chamber of Commerce. The next matter was the financial arrangements of the Government. The Committee wrote a long letter which was published in the newspapers, and he thought he need not refer to it further, as he could not do so without going into it at length. The papers were all published, and he had no doubt they would prove very valuable as records in future days, but he need not take up the time of the Chamber with them now. The next matter was the Western Rajputana Railway. A deputation waited on H. E. the Governor regarding this subject in May last, and the results of that interview were probably fresh in the memory of all present, so that he did not think he need say anything about that. The next matter was about landing charges and tonnage scale. The Committee received many complaints about the landing charges and the discrepancies in the tonnage scales, and a sub-committee was formed to re-consider the tables in the Chamber's books. That sub-committee had had a meeting and were going to hold another in a few days, and he had no doubt their report would be put before the Chamber at the next general meeting. The next matter was regarding the fishing stakes in the harbour. The Committee had called the attention of Government to the serious danger to steamers and sailing vessels arising from the present mode of putting down large fishing stakes across the course to the south and removing them yearly to different positions without notice to the parties whose interests were involved. Were they always in the same position a clear course could be shaped, but the present mode of dealing with them was inconvenient and dangerous, especially as there was often no light near them during the night. Government, in reply to the Committee's representations, said it was not thought to be expedient to interfere in the matter referred to. The Committee, however, considered the matter an important one, and they had circulated the papers among the members of the Chamber, asking for opinions or information. The next matter was the block on the G. I. P. Railway. This subject was mentioned at the last meeting of the Chamber, and since then the Committee had not been idle, but had kept urging on the Railway authorities the necessity for improving their arrangements. It appeared that the block to a great extent was caused by the through traffic which the G. I. P. had undertaken from the East India line, and in answer to representations from the Committee, the Traffic Manager had intimated that arrangements had been made for restricting this through traffic. Since then, the stations have been gradually relieved of their stock, and it is to be hoped that with constant additions to the rolling-stock, matters will be put on a more satisfactory footing. The next matter was the increase of duty on Malwa opium. The Committee had received a copy of a memorial from Messrs. David Sassoon and Co., and other opium merchants in Bombay, and also one from merchants at Indore, asking to be supported in pointing out what they called the mistaken policy of increasing the duty on opium. The difficulty of the Committee had been in ascertaining the grounds on which the Government of India had levied this increased duty, and they had only been able to reply to the memorialists to the effect that they must wait until the Chamber see what the Government say in defence of the step they have taken Since then, a communication had been received from the Shanghai Chamber of Commerce, which, as it was important, he had perhaps better read. It was a letter addressed by the Shanghai Chamber of Commerce to its representatives at Home, and part of it had reference to opium and the Chefoo Convention. This portion read as follows :—"The 3rd clause of section 3 in the Convention deals with inland taxation on opium, and it is necessary that the Committee should point out clearly the serious consequence which the acceptance by the British Government of the concession proposed by this clause would involve. By the treaty of Tientsin, opium is specially excepted from the benefit of the arrangement under which inland taxation on imports generally may be commuted by a fixed payment. After the opium leaves the possession of the importer, the Chinese Government in theory are at liberty to tax it to any extent they please. But in practice the power to impose inland duties is limited by the operations of the native smuggler ; and the higher the tax, the greater the premium upon evasion. Clause, 3 which is intended to enable the Chinese Government to levy before the opium is removed from the control of the Customs and *without limit* inland dues as an addition to the tariff import duty, would prevent evasion, and virtually place in a very large measure the control of the Indian opium revenue in the hands of the Chinese. This is not a question which concerns the cause of temperance, but is simply one as to whether the production of opium in India shall be discouraged by a premium being offered for the growth of the poppy plant in this country over which its cultivation is rapidly extending. If this clause be agreed to, the Chinese will have it in their power by the imposition of heavy duties to extinguish the Indian trade, and it is for H. M.'s Government to decide whether they will permit the Tientsin Treaty to be modified in order to promote such a result."

The next matter was a reference from Government as to the expediency of substituting cocoanut for colza oil for use in the lighthouses in India. The Committee had requested Mr. D. S. Kemp to kindly favour them with an opinion on the relative qualities of these two oils, which they had forwarded to Government, stating that they saw no reason why cocoanut oil should not be used in all lighthouses in India, care being taken against the oil congealing in cold weather or becoming solidified. Government had sent a *precis* of the papers to the Government of India, with a resolution "in favour of the opinion of the officers, which is unanimously in favour of the use of cocoanut oil." The next matter was one which he (the Chairman) desired to call the Chamber's attention specially to, viz :— the connection with the Eastern Telegraph Company with the Government Telegraph Department. The Committee had received several complaints, and he thought it was notorious that there had been much inconvenience occasioned by the management of the Telegraph Company by the Government Department. The Committee had addressed a letter to Government suggesting that it would be very much to the public advantage if the Company were allowed to deliver their own telegrams. If this privilege were conceded to the Company, they would be in a position to ensure prompt despatch and delivery and give better satisfaction to their constituents by avoiding delays and so remedying the defects of their system The next matter was in reference to the China mail It was represented to the Committee that though the steamer did not leave till 6 or 7 o'clock the mails were closed at 3 o'clock. A reference to the Postmaster General at once met with a response and he was now considering what could be done to meet the views of the Committee. The next matter referred to the appointment of the Official Assignee. The Committee had drawn the attention of Government to the lax way in which this important office had been administered for some years past, and had requested that H. E. the Governor in Council would interfere in the public interests and see that a properly qualified man was appointed, and that better arrangements were made for the liquidation of estates and for preventing fraudulent debtors from taking advantage of the Insolvency Court They also suggested that the person appointed should be obliged to devote his whole time to the duties of the office, should be well acquainted with business routine in Bombay, should understand accounts, and should have some knowledge of the law, and they added that it was desirable, in the public interests, to appoint an auditor to examine the accounts of the Official Assignee and the money and securities in his hands. Such an audit was conducted in Calcutta, and the Committee recommended that it should be adopted here. Government replied that the appointment was in the hands of the Chief Trustee of Her Majesty's High Court, and that they (Government) had nothing to do with the matter, adding that the Chamber's letter had been forwarded to the Chief Justice for his consideration. The next matter, and the last one, was that relating to the proposed amended enactment for the management of steam boilers and prime movers. The Committee had recently submitted to them a letter from the Bombay Millowners' Association, the chief points referred to in which were the appointment and pay of the inspector and the formation of a mixed commission on which the millowners may be represented. The Committee replied that they approved generally of the suggestions made. These were all the subjects that had come before the Committee since the last meeting.

No remarks being offered by any member on these subjects, the Chamber proceeded to the next business before it.

THE POSITION AND FUTURE OF THE BOMBAY PORT TRUST.

The Chairman said.—The next matter before us is the consideration of the Port Trust report for 1876-77, which has again shown an unsatisfactory result. A resolution of which notice has been given will be put before you, and as it will no doubt be fully discussed, I shall only detain you with a very few remarks of my own. It may be useful, however, to refer to the leading facts connected with the purchase of the Elphinstone estate and of the attitude which the Chamber has from time to time taken up. Although the purchase was made in June 1869, it was not till three years afterwards, in June 1872, that the Chamber, was in a position to discuss it. The interval had been occupied by a correspondence between the Government of Bombay and the Government of India. It appeared that the Government of India had sanctioned the purchase under pressure from the Government of Bombay, who were actuated by feelings of an extraordinarily sanguine and speculative character. Soon after the purchase, the Bombay Government began to realise the real value of their acquisition, and the correspondence is taken up by the Government of Bombay on the one hand pressing for concession, and the Government on the other trying to maintain its stand on the conditions under which the purchase was authorised. It soon became evident, however, that if the trade of Bombay was not to be very seriously affected, some concessions would have to be made, and eventually the Government of India admitted the necessity of according some of the requests of the Bombay Government. I need not take up your time by going into detail, as the whole correspondence is recorded in Appendix A of the Chamber's report for 1871-72. The spirit in which the concessions were made as shown in para. 46 of the Government of India's letter of 8th September 1871, and printed on page 79 of the Chamber's report for that year, where it is admited that they are the smallest that could be granted with any hope of starting the new Trust on a reasonable basis. The para. reads as follows :—' The whole of the correspondence was published in March 1872, and a meeting was held in this Chamber on the 5th of June following, to consider what should be done. There were two alternatives before us. On the one hand, was open to the Chamber to repudiate on behalf of the trade of Bombay all responsibility for a purchase which had most undoubtedly been enticed into with a purely speculative object ; and on the other hand, to accept what had been done and endeavour to make the most of it." In considering these two, the great difficulty, in fact, the almost hopelessness, of repudiating the responsibility for the purchase with any practical effect was strongly felt, and the opinion gradually gained ground that it was best to accept what was apparently inevitable, and by co-operating with the Government to endeavour to make the undertaking as successful as possible. Most of us at that time thought that under no circumstances would we be able to get the port relieved of the burden that had been thrown upon it, while at the same time it appeared to us that a board of management, mainly representing the mercantile community, might not only develope the estate to the general advantage of the trade, but might also, by the co-operation of the trade, hope to make the undertaking financially successful. Such, I think, were the general feelings under which we passed the resolutions of the 5th of June. By these we practically accepted the position. We may have been wrong in doing so ; for my own part I still hardly think that we could have done otherwise. Nor was the position altogether a very hopeless one. At that time there was no bunder at Colaba for dutiable goods, and the foreign import trade was cramped up at the Custom House bunder in the most inconvenient manner. We pictured to ourselves a Port Trust mainly composed of merchants, and working in co-operation with the trade, the one providing accommodation and facilities for the trade, and the other willingly paying for the services so rendered. Such expectations, however, it can scarcely be denied have been much disappointed, the Port Trust was formed in the spring or summer of 1873, but instead of co-operating with the trade, it is, I think, notorious that ever since its formation it has been in a position of antagonism to the trade. It may be difficult to account for this, but I think it arose from the fact that the Trust never fully realised their position in competition with the other warf owners along the foreshore. At a time when they should have been doing every thing in their power to get their waste land occupied, they were restricting, by a barrier of warfage fees, the trade by which alone they could hope to get it occupied. And when they found the trade going away to other wharves, they failed to realise the true cause, and were apt to resent upon the merchants a result for which their prohibitory fees were mainly responsible. I admit that the Trustees were in a difficult position. In the first place a board is at the best an unwieldy, cumbrous system of management, and utterly unsuited to compete with private companies under the management of men keenly alive to their own interests. But in this case the Trustees were also hampered by the heavy debt hanging over them, and the necessity of endeavouring under great difficulty to make the two ends meet. I have, however, no hesitation in saying that had the Trust Estate belonged to a private company, and been

under the management of an able business man, the trade which used to pass over the Customs bunder would never have gone to Colaba, but would at this moment have been passing over the Trust property. Nor do I make this statement without some proof. In fact the experience of my own firm entirely bears it out, and perhaps it may not be out of place to relate briefly in what manner my firm long held the idea that the most convenient site for the foreign import trade of Bombay was the Mody Bay, as being situated half way between the native town and the Fort. Soon after the Trust was formed, we entered into negotiations with its executive representatives with a view to the arrangement of proper facilities and accommodation for that trade. Our suggestions, however, for some reason or other, were held to be impracticable, being still anxious that our business should go to the Port Trust. We then tried what could be done at the Elphinstone estate, but the terms asked were so exorbitant and unreasonable as compared with what could be done at Colaba, that we were obliged to give up the attempt. If my firm thereupon took a leading part in establishing the Arthur Bunder, the step was forced upon us and was not of our own choosing. This was in the autumn of 1873. It was then that the Arthur Bunder was opened for the import of dutiable goods, and a reference to the import lists published by this Chamber will show that before the end of that year a great portion of the trade had been diverted from the Custom House bunder to Colaba. Since that time, the whole foreign import trade has become more and more established at Colaba, and the prospects of its being diverted again seem far from hopeful. I have referred at some length to this matter, partly in order to explain how I think it has come about that the hopes which we formed in June 1872 have been so disappointed, and partly to suggest that the constitution of the Port Trust should be considered in the discussion which is about to take place. The Port Trust has been entirely out-manœuvred by the competing companies, by the Colaba Company in 1873, by the Sassoon Dock Company in 1875, and by the Mazagon Company last year. I am afraid it would be very difficult to organise a board which would be a match for private company management, but still I think some improvement might be made. Formerly the Chamber used to nominate the mercantile member of the Harbour Board, and I think it might claim the same privilege with regard to the mercantile members of the Trust. I think this would make these members more distinctly representative than they are at present. Again, I think more publicity might be given to the proceedings of the Port Trust. What are published under the head of excerpts from the proceedings of the Port Trust in the newspapers contains only the more formal resolutions that are passed, while there often take place discussions which might be made public to the advantage both of the general mercantile community, who are interested, and to the Trustees themselves. So much then for the position taken up by the Chamber on the 5th of June 1872. The next occasion on which the Chamber took decided action with regard to the affairs of the Port Trust was in September 1874, when a general meeting was held, and the memorial was voted which has been referred to in the circular calling this meeting, and I need further refer to it. Since then the Chamber has not taken further action until to-day. Before sitting down I would like just to mention a very interesting statement which was given to me just now by the Secretary to the Port Trust. It is very satisfactory, as showing, that the trade of the Port Trust is steadily increasing, notwithstanding the diminution of the revenue. It shows at any rate that if the revenue is smaller, the trade is getting the benefit. In 1873-4, the imports and exports that passed over the Port Trust property amounted to 1,127,000 tons, in 1874-5, 1,162,000 tons, in 1875-6, 1,320,000 tons, and in 1876-7, 1,437,000 tons. The land rented on the Elphinstone Estate, exclusive of bunders, in 1874 5 was 76,000 yards, a year or two later it was 90,000 yards, and last year it had risen to 112,000 yards. In ground rent, warehouse rent, and shed rent, all sources of income which must be noticed as voluntary on the part of the trade, there has been a steady increase. In 1873-4, the amount was 1,70,000, in1874-5 it was Rs. 2,07,000, in 1875-6 it was Rs. 2,37,000, and in 1876-7 it was Rs. 2,65,000. Thus it appears that while the revenue is falling off in bunder fees which are compulsory, so to speak, it is increasing in the other more essential points—in ground rents, warehouse rents, and shed rents, which may be called voluntary payments, and this, I think, is very satisfactory. (Hear, hear.)

Mr. Bickerdike proposed the following resolution :—"That this Chamber observes with anxiety the rapid growth of the deficit in the revenues of the Port Trust. The deficit already amounts to Rs. 3,94,681, and there is a further estimated deficit of Rs. 2,19,210 for the year ending 31st March 1878, making a total to that date of Rs. 6,13,891, and the uncertainty as to how Government will dispose of this deficit is a source of constant apprehension to the mercantile community. The Chamber therefore resolves to urge upon the Government of India the reconsideration of the position of the Port Trust, and to request Government to intimate as soon as practicable how it proposes to deal with this steadily growing deficit." Mr. Bickerdike said he might notice first of all that this was a subject which was not new to that Chamber; it had been previously before the Chamber and also before the Port Trustees, but it was some years since it had been considered in any detailed manner. It had not been discussed fully, indeed, since 1874, three years ago, which was just after the Port Trust had completed the first year of its existence. The very first year showed that the Trust was not able to meet its expenditure with its revenue, and no doubt as the Port Trust kept their books very carefully, as mercantile men were generally supposed to do, this result created a great deal of alarm at the time, and caused both the Chamber and the Port Trust to make representations to Government on the point. Before going minutely into the matter, he thought it would be as well to call to mind the position which Bombay was in prior to the formation of the Port Trust. He thought, as this was a very important matter, they might as well refresh their memories in that particular, because from the shifting character of the population of Bombay, there were probably many gentlemen present who were not in Bombay at the time when the Port Trust was formed, and were therefore not as familiar with it as those who were here at that time. It must be remembered that this Port Trust was now a regularly established institution and not one that was likely to be done away with. He thought it was incumbent on every member of the mercantile community to keep this in mind, and also the fact that the Trust was, in its own interests, much less of a Government department than a mercantile one Before the formation of the Port Trust, the foreshore was almost entirely in the hands of private companies, the only Government property being the Apollo Bunder, the Custom House Bunders, and Mody Bay. There were then three principal landing places, at Colaba, the Custom House, and what was then known generally as Carnac Bunder. The Custom House bunders were Imperial property, and apparently it was treated as property belonging to the public, for at that period no fees were charged of any kind either for landing or shipping of goods. But the trade of Bombay was far too large for the whole of it to take advantage of the Custom House bunders, and very large amounts of goods were landed and shipped both at Colaba Bunder and at the Carnac Bunder, or the Elphinstone property, as it was now known. This state of things continued till 1869, when, as Mr. Graham had said, the Bombay Government came forward with the idea that the foreshore of Bombay was a very valuable property and of too great importance to be left in the hands of private companies, and that it would be much better for Government to resume possession of the foreshore for the good of the public and to have it administered by a public body under Government control. In order to carry out this arrangement, it was only necessary to purchase one estate, viz :—the Elphinstone property, which lay to the north of the Government property, Mody Bay. By the purchase of this one estate, Government would be able to control practically the whole of the foreshore from near Colaba on the south to near Mazagon on the north It was not necessary now to criticise the manner in which this purchase was carried out; the act was done long ago; but still it was necessary for our position to bear in mind that it was carried out, and the whole details settled, between the Government of India and Government of Bombay, without the community of Bombay being consulted in any way whatever, although they were to be the parties who would be most interested hereafter. When the terms of the purchase became known the dissatisfaction expressed was very loud and very widespread. It was not too much to say that if Government had been able to carry out its own rules and regulations regarding the Port Trust, the oppression by this time to the trade of Bombay would have been very extreme. But from various causes, Government was not able to carry out all it desired to do, and it had assumed an attitude of waiting for a favourable opportunity in order that all these regulations may some day be put in force. It was this attitude of the Government of India, and its persistence in this attitude, that caused great anxiety to the trade of Bombay, and in order that the Chamber might see this more clearly, it was necessary that he should just touch upon some of the leading features in the Government plan. He might remind the Chamber that the estate, when purchased, not only included very valuable wharves, basins, and bunders, which were yielding a steady and growing revenue, but it also included an immense quantity of ground which was then and is now considered valuable, but which at that time was yielding little or no revenue. The Government lumped the whole together, the land which was yielding no revenue and the bunders and basins which were yielding a fair revenue, and demanded 4 per cent. interest on the entire capital invested. The result of this measure was just what everybody at the time who looked into the matter anticipated. The Port Trust were not able to make their receipts and their expenditure meet, and the very first year ended with a large deficit. Steps were taken at once to rectify this, the first of which was that the bunders which had been free were now free no longer, and every bunder and every landing place in and near Bombay was turned into a means of collecting fees. In the next place, the existing fees were in many cases raised very materially, and the result was that the Port Trust added to its income 3½ lacs of rupees. People naturally asked what they were to get for these 3½ lacs, which they were paying. And the answer is that the trade of Bombay had undoubtedly obtained a very valuable property, but at an extreme price, and as a great portion of that property yielded no revenue, Government hit upon the plan of compelling the trade to raise interest on this non-revenue yielding land by forcing an increase of bunder fees. But this increase was not sufficient of itself. The first year showed a deficit of 2 lacs of rupees, and the Trustees in their first report, for the year ending March 1874, made several suggestions to Government how they might be relieved of some of this burden. To these representations Government made a lengthy reply dated the 26th of June 1874, which was copied into the Report of the Chamber for 1873-4. Government in the first place took up the position that the difficulties of the Port Trust were not of a permanent, but merely of a temporary character, and that any relief that was sought for need only be of a temporary character; and Government expressed an opinion that relief would be obtained from several different sources. The first of these sources was from sales and rent of land when trade should revive and a demand spring up. They had since that time seen the Port Trust go through nearly five years of its life, and it might naturally be supposed that if this source of revenue was as valuable as it was expected to be, the deficit this year would be much less than in the first year the Trust was established. But there was for this year an estimated deficit of over 2 lacs of rupees, which was almost exactly on a par with the deficit during the first year of the Port Trust's existence. It was clear, therefore, that the sales and rent of land were not bringing about that increase of revenue which the Government of India expected. The second source of anticipated revenue "was the completion of unfinished works in which part of the capital is locked up." That would no doubt occur to some extent, but for many years to come the Port Trust would have to go on spending money in commencing and carrying on new works. Colonel Ballard, the former Chairman of the Trust, had suggested an increase of the duties on goods, but this could not be done for reasons he would presently allude to. The Trustees suggested a transfer of capital from interest-bearing to non-interest-bearing fund; and the Government of Bombay, on the other hand, proposed that the Government of India should resume all the Elphinstone Land Estate. For his (Mr. Bickerdike's) own part, he did not think that either of these proposals need be entertained. He did not believe it would be in the interests of the Trust to give up their landed estate, neither did he at all agree with the principle that it would be right to transfer capital to the non-interest bearing fund, unless the capital was always to be non-revenue yielding. It was exactly from this principle, he thought, that all the difficulties had arisen, because, it being adopted, the Government of India had insisted upon receiving interest on capital which has been yielding no revenue. The Government of India stated that it did not consider itself called upon to revise, to the detriment of its revenue, the arrangements that had been carefully settled, or even to allow a temporary reduction of interest. The settlement was made, as he had pointed out, between the two Governments, and the community of Bombay were never asked about it. The Government of India evidently regarded the revenue as State or Imperial revenue, which must be borne in mind, because it was clearly a hardship on Bombay if its trade was to contribute to the Imperial revenues Then, Government went on to explain that there was another method by which revenue might be raised, viz :—from surplus dock dues. Representations had already been made by the Chamber on this point, and he thought they could not do better than reiterate their protest against surplus dock dues being taken to pay interest on land which did not yield revenue itself. The Government of India, however, frankly confessed that it saw the necessity of relieving the Port Trust from its temporary difficulties, and decided to place the deficits to a suspense account, and that this should not be required to be reduced or discharged, without the consent of the Trustees, except from receipts from sales and rent of land and surplus dock dues, or other receipts that may be agreed upon. Of course, this implied that Government might come to some agreement with the Trustees. Mr. Graham said the Trustees had worked in antagonism to the trade of Bombay, but he could hardly agree to that, nor did he think there was anything in the records of what the Trustees had done that would bear out the assertion. So far as he had been able to observe, the Trustees had worked, not only well, but with the greatest vigour, in the interests of Bombay, and had not failed in the slightest degree in representing their hardships to the Government of India. As regards the question of surplus dock dues, there were many gentlemen who had grave doubts whether the dock would ever pay even the interest which would be demanded from it. It was supposed it would cost at first from 60 to 70 lacs, but it would probably cost 80 or 90 lacs, and it would require a very large income from the dock to yield the interest which Government would require on the amount of the outlay. In their reply, dated 15th August 1874, to the letter of Government, the Trustees entered very fully into their position, and made certain suggestions, as to the manner in which they wished to be relieved. They would draw a line at a certain distance from the water and keep only the land from there to the sea, sufficient to provide wharves and bunders for working the traffic, and that was backed up by a letter from that Chamber, dated the 12th of October 1874, in which the Chamber urged Government to adopt the suggestions of the Trustees. But the Chamber also urged a restoration of the free bunders which existed before the Port Trust was formed. To these proposals and to the letters which treated very fully of the subject, Government had up to the present time sent no reply. It was therefore partly on this account that it was not considered advisable at present to go into this question, but to refer more particularly to the deficits and the desirability of obtaining a decision of the matter in such a manner that they would feel confidence in the future in any steps Government might take. It might be said that now, owing to the competition which had taken place, the fees which were raised as he had mentioned to the total amount of 3½ lacs per annum, had been reduced, and that trade was not now suffering from any excessive charge on account of fees; and this at the moment was no doubt correct, but it was manifest that business of this kind could not go on indefinitely at a loss, and that any advantages they might have now would be counterbalanced by heavy penalties later on. If Government accepted the deficits and did not demand payment, then of course they would be very well off, but according to the representations made by the Trustees over and over again it was not likely that they ever could work without a loss, and Government carefully held over the head of the trade of Bombay the fact that it might at some date call on the trade to pay all those losses. In five years, the deficit would reach 6 lacs, and in addition to this, he might remind the Chamber that 10 years after the establishment of the Port Trust the interest on the capital would be raised from 4 per cent. to 4½ per cent., and this additional ½ per cent. on, taking it at a moderate amount, two millions sterling, would of itself amount to one lac of rupees per annum, which alone was a very heavy amount for the Port Trust to have to raise. There were also other reasons. One reason was that it was thought that Government, having gone so far, would be compelled to go further and take up the whole of the foreshore property of Bombay. If this was done, Government would make a clean sweep of the remaining foreshore, and the trade of Bombay would lose a great advantage that it at present possessed,—it would lose the competition of the private bunders. If Government went so far as to take this step, there would be nothing to prevent the putting in force of the rules and regulations which had been originally laid down, one of which, according to the Port Trust Act, was that if at any time the Trustees estimated that there would be a deficit during the year Government could call upon the Trustees to raise their rates in order to make up the anticipated deficit, and if the Trustees refused, Government could come forward and act in the place of the Trustees. Therefore, it might be that to-morrow morning Government might order the Trustees to raise their rates to an extent that would yield an increased revenue of 2 lacs of rupees, in order to meet the anticipated deficit for this year. Under present circumstances this could not occur simply because if Government attempted anything of the sort they would only drive traffic from their own bunders to private bunders, and so lessen instead of increasing their revenues; but if once the whole foreshore were taken up by Government, there would be no redress of that kind, and no escape. Every step almost that Government had taken in the matter, and the position the trade was now in proved, he thought, that the Government of India was led into a very serious error by the Government of Bombay in 1869, and instead of meeting the difficulty fairly, and letting the public have the benefit of this important Trust on fair and equitable terms, the Government of India seemed to have finally decided to perpetuate the mistake, the consequence being that the Government found itself in a more and more unfavourable position every year. With one remark made by the Government of India he thought all would agree, viz. :—that the Port Trust is not in an insolvent

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tate. Give the Trust its proper and legitimate liabilities nd it would have no difficulty in meeting them; the rade of Bombay was well able to pay for its requirements, ut it was unjust and oppressive to force liabilities and harges upon it which never belonged to it. (Applause.) With these remarks, he begged to move the resolution which he had read.

Mr. Mowat seconded the motion. He said the action proposed to be taken would be all the more welcome to every one present because it was done with no hostility towards the Port Trust or to that great company to whose enterprise and engineering skill Bombay owed the finest property on the foreshore of the island. (Hear, hear.) They were told that the purchase of the Elphinstone property was made "solely in the interests of the trade of the port." So wrote Colonel Kennedy as far back as 1869, and he (Mr. Mowat) had no doubt whatever but that was the intention, although he thought the mercantile community, who were to bear the charges in connection with the purchase, should have been consulted. Of course, they now judged by the light of more recent events, and they saw very well exemplified the remark of the great master of Scottish verse that

"The best laid schemes o' mice and men,
Gang aft a-gley."

There was no doubt that at that time property was valued to a certain extent according to the abnormal state of things which existed during the American war, for it had not then settled down to the values which they saw ruling in later times, and which were likely to become the normal values for some time to come. Depression of trade was an expression which had been familiar to them for a great many years, and whenever anything in the shape of depreciation of property came forward, that was the term they used; but he thought it would be fair to say they were coming to more settled times and were gradually encountering keen competition, which competition they might depend upon having to face for some time to come. Mr. Bickerdike had explained very ably the state of matters before the origin of the Trust; how bunder fees after the Elphinstone land purchase were levied to the extent of 3 lacs of rupees where no fees were charged before, and had also pointed out the feeling which arose when the first report of the Port Trust was published showing a deficit of no less than Rs. 1,60,000. The Chamber and other bodies very naturally complained, and the Government of India at once stated the mode in which they proposed to deal with the deficit—namely, by carrying it to a suspense account to be written off "by "receipts from sales and rent of land, surplus dock "receipts, and other receipts as may be agreed on." Sales of land meant destruction of capital, and it surely could not have been the intention of Government to destroy the capital which existed. As to surplus dock dues, they would have to wait for some little time before they could see what they may be. There could be no doubt that some of the best and largest docks in London were not paying anything like the interest the Government of India would expect. The London dock which we owe to the genius of a Rennie, and the St. Katherines's dock—one of the last works of the celebrated Telford—were only yielding 3 to 3½ per cent., and the £100 stock could be purchased at £77. The deficits of the Port Trust at present figured in the annual statement in the capital account. Was that fair? What representative of capital was there for it?—None. After three years further working, what would be the prospects of the Trust? Would they be improved in any way? He was sorry to say they would not. Take last year's statement, and they would find the gross revenue was Rs. 14,84,000, the expenditure Rs. 7,28,000, and the net revenue Rs. 7,56,000, while the deficit was Rs. 1,02,000; the amount standing at capital account for the Elphinstone property was Rs. 19,70,00,000, and the interest on that at 4 per cent. would be Rs. 7,89,000, or a sum in excess of revenue of Rs. 33,000. Now, a new set of influences seem to be springing up which will have a very material effect upon the revenues of the Port Trust. It would be seen that although the trade was increasing very materially the revenue was steadily decreasing. He thought this was easily accounted for. They had seen the result of the Cotton Green mistake. The Port Trustees themselves allowed that there was a great falling off in so far as bunder fees from opium are going to the Sassoon Dock and elsewhere. There had been a large increase of revenue this year, owing to the traffic in grain for the famine districts; but they hoped such causes of increase would be few and far between. (Hear, hear.) There was another point especially deserving of notice. There was a large local industry springing up in Bombay—an industry which they wished every success. The local mills now took 180,000 bales of cotton, the greater part of which was formerly exported, and that represented one-fifth of the whole cotton export trade of Bombay.

Mr. Maxwell—Much more than that.

Mr. Mowat said he might perhaps put the figure at 200,000 bales. They must allow also for a corresponding decrease in the imports arising from the manufacture of this quantity of raw cotton and the two together would make a very great difference in the export and import trade of the port, even making every allowance for the export of local yarns made to China and elsewhere. Another sword of Damocles which hung over the port was this, that six years hence the interest which was now 4 per cent., according to the Port Trust Act was to be raised to 4½ per cent., which meant an increase of a lac of rupees per annum. The Bombay Government had proposed, in order to meet the deficits, that the Government of India should resume a part of the Elphinstone property. The Port Trust at the same time proposed that part of the interest-bearing debt should be transferred to the non-interest-bearing debt. In his (Mr. Mowat's) opinion neither of these plans could very well be adopted. The fairest and the best mode, seeing that the capital was at best but an arbitrary one, and that the property now was not worth what it was estimated at a number of years ago, would be to go in for a fresh valuation of the same. Let that be done, and he had no doubt whatever that the Port Trust revenues would yield a fair interest on the fair value of the property at the present time, and there would be the satisfaction that one of the first principles of political economy would be adhered to—namely, that they would be living within their means. While Government demanded 4 and 4½ per cent. interest on the Port Trust property, in what position were the private land companies round about? The United, Victoria and Colaba shares cost Rs. 6,200 (for I speak not of reduced values which have of late been adopted) and the average dividends of late had scarcely equalled 1½ per cent; the Frere Company's shares stood at Rs. 4,000, and he questioned whether a dividend had always been paid on that property; the struggling Mazagon Company's shares stood at Rs. 4,100 and the dividends that were paid since its origin in 1864 certainly did not amount to 2 per cent for the whole 13 years. He did not mean to compare the Elphinstone property altogether with these, because he knew that in these cases there were speculative prices—prices paid during a speculative era, while the Elphinstone Company simply got back its thousand rupees per share from Government. If any one looked at the revenue of the Elphinstone property, now a little short of 8 lacs of rupees, and took the Company's own estimates of 3½ lacs for expenditure, that would leave about 4½ lacs for division, or an income of about 2¾ per cent. Although they were all more or less hopeful of good results to the trade of Bombay, he did not think they could be so very sanguine as to hope to see Government get year after year the interest that it asked. To develop the resources of the country, railways were much wanted, and any one who had gone through the length and breadth of it, or even over only a small portion, must have seen how very much it was in want of roads. The great water highways were still to be utilised, and when the time came, no doubt the trade would show a very great increase; but they should deal with the present, and a reconsideration of the matter in question he thought they were entitled to. The time was opportune. Government had lately been rearranging its accounts; the reproductive works had been separated from the ordinary expenditure; and one of its best acts would be to put the finances of this port on a satisfactory footing. The Corporation of Bombay had lately adopted as a motto "Primus in Indis," and in order to keep and deserve this, they must really have the finances of the port placed in a position very different from that which they at present occupy. They must not forget that it was to her excellent harbour that Bombay owed its greatness, and that to this must be attributed her rise from little more than a fishing village in the time of Charles II. to being now the second city in point of population in that empire on which it has been truly said the sun never sets. (Hear, hear)

Mr. J. Y. Lang said it might be that his disposition was such that as a rule he was diposed to look at rather the cheery side of the question, but he frankly owned that he could not follow Messrs. Bickerdike and Mowat in their gloomy prognostications of the burdens that are to be imposed upon the merchants of Bombay. He would ask, were they not calling out before they were hurt? There was no indication at all that Government had the least idea at present of imposing upon them any increase of their fees to pay off the Port Trust deficits, but rather, he thought, in the Chamber's report for 1873-4, page 34, they had the policy of the Government clearly laid down, that in the early years of the Port Trust there was no intention of calling upon them to meet their deficits. If the Port Trust and the Elphinstone Estate showed signs of deterioration, the Government might perhaps come down on the public, but the statement which Mr. Graham had read showed that in the year 1873-4 there were 11 millions of tons carried over the estate, and last year the amount was 14 millions of tons, or an increase of 3 millions of tons. It was the same with regard to the land rented. It had risen from 1874 to 1875 from 76,000 yards to 112,000 yards, and the total receipts from land rented had risen Rs. 1,77,000 to Rs. 2,65,000. He was only a temporary member of the Port Trust himself, but Mr. Graham, and Mr. Bickerdike, and he knew that they were called upon at almost every meeting to sign leases; and it seemed to him that there was a steadily increasing demand for the land of the Elphinstone Estate. Perhaps he was in a minority in Bombay, but his opinion was that eventually all the trade, or almost all, would be centred at that bunder. He was one of those who believed that the early expectations of the promoters of the Elphinstone Company would be more than fulfilled. He would ask leave to reply to some of the criticisms of Mr. Graham upon the way the Port Trustees had been out-manœuvred. He thought the initiative of reducing fees had always come from the opposing companies. True, the Port Trust had been out-manœuvred, but it was an out-manœuvring like that which occurred on the Clyde in the old times, when one company used to charge 2s. and another charged 1s. and then they got down to charging nothing, and at last one company gave a lunch into the bargain. He was sure that could not last long here, and that soon the out-manœuvring would manœuvre the manœuvres through the Insolvency Court. (Laughter.) In 1876-7 there were carried over the Port Trust Estate over 14 millions of tons, and had this been carried at the old rates, or even at the estimated rates, there would have been no deficit at all. Therefore, up to the present at all events, the merchants had gained by the competition between the private and Government bunders, and it seemed to him that so far they had little to complain of, and they had simply before them this dreadful nightmare, the prospect that in a few years the Government will say, "Now you must pay us all the money you owe us." But with the land being steadily taken up and the quantity of goods carried over it increasing, he did not think Government were likely to take that course. Again, it seemed to him that the trade of Bombay was changing rapidly. Thank goodness! they were not now entirely dependent upon that gay deceiver, Cotton, but they had a trade in grain, linseed, rapeseed, and other seeds; and he maintained that no merchant could work a large grain or seed business (which in a few years would be the staple export from Bombay) without doing it from the Elphinstone Estate. A good portion of that business was carried on during the monsoon months, and during three-eighths of that time it was impossible to ship from Colaba at all. Besides, the grain and seed trade was centred in the native town, and the facilities for shipping from the Elphinstone Estate were much greater, the distance for carriage being less, and the shipper being able to ship more largely. He was a good deal engaged at the bunders, the Elphinstone bunder especially, and he knew that numbers of native dealers felt they would have to go there eventually. One or two native grain merchants were already moving from the native town to be nearer to the Ryan markets and other points of the Elphinstone Estate, and he thought most of the European merchants would have to remove their godowns, and that native gentlemen would have to build garbling places on the Estate. They might be in a good position yet, and need not be so dispirited as to cry out before they were hurt. The Elphinstone Estate was showing signs of development, and his firm belief was that within the next 10 years the Port Trust, which was called insolvent to-day, would be in a flourishing condition, and that eventually that body would compare favourably with the harbour authorities of many of the larger ports in England.

Mr. Elward Sassoon said that no doubt everyone who had thought of the anomalous position of the Port Trust, which was really a Government Board in competition with the private proprietors of independent bunders, must have come to some opinion of his own as to the means to be adopted to produce that proper state of equilibrium by which any unnecessary or additional burden should be prevented from falling on the trade of the port. His firm (Messrs. David Sassoon and Co.) had of necessity given great consideration to this question, as they were sufferers equally with the Port Trust by the competition that had produced such large deficits, which, unless some radical change were introduced, must continue to increase. These deficits in the case of the Port Trust must eventually be made good by the general body of the taxpayers, and in the case of the private proprietors, the burden fell directly on themselves. A similar state of affairs existed in Liverpool some years ago, and continued until it was found impracticable to carry on the trade of the port under such conditions, which threatened at any moment to bring about a deadlock, and there the question was settled by the formation of the Mersey Docks and Harbour Board, which bought up the whole of the riverside estates, paying in some cases as much as five times the original cost. The success of this in Liverpool was shown by the ease with which landing and shipping operations were conducted in that port, and by the 4 per cent. interest which was regularly paid. The Mersey Docks and Harbour Board was a representative body, and much of its success was probably due to its composite character. Some of the members were elected by the bondholders, while some were appointed by the Corporation and others by the general mercantile community. It is thus ensured that while the bondholders obtain a fair return on their capital, no steps can be taken to the disadvantage of the city, nor can the charges and regulations be placed on such a basis as to oppress or inconvenience the trade of the port. It appeared to him that to place a similar organisation in charge of the whole harbour foreshore of Bombay was the only practicable way of getting out of the present difficulty, and he thought Government was bound to take the initiative in the matter. The Government had given the Trustees the opportunity of making experiments on their deficit and they might be expected to reduce their wharfage fees still lower than their present unremunerative level. An endeavour of this kind must cause a corresponding reduction on the part of the private proprietors, and the result would be, not to draw more traffic to the Government bunders, but to further increase the Port Trust deficits. Eventually, these deficits might have to be made up from the general revenues of the country, and relief would thus be afforded to a comparatively small portion of the trade of Bombay at the expense of the whole body of the taxpayers. This, he was sure, could not be in accord with the ideas of a body of honourable English merchants, and he commended to the notice of the Chamber the suggestion he had made for the satisfactory settlement of the present foreshore difficulties (Hear, hear.)

Mr. Maxwell said that Mr. J. Y. Lang had expressed exactly his opinions, but he might still have a few remarks left to him as to what had taken place during the discussion. He could not agree with Mr. Graham that the Port Trust had been antagonistic to trade. He rather thought the Trust had done a good deal to break down the tyranny of the old muccadums; and they could not hope to get cheaper landing charges than they had in Bombay. It ill became the merchants to complain of this. He had been so much accustomed to hear the purchase of the Elphinstone Estate execrated, that it was quite new and refreshing to hear Mr. Bickerdike say it was hailed with delight at the time. As regarded the resolution, he had no objection to it; he did not see that it could do any harm; it would not be much attended to; and it did not affect them in the slightest degree. He quite agreed with Mr. Lang that when the Prince's Dock was once in full swing, the whole or nearly the whole trade of the port would go through the Elphinstone Estate. The dock once finished, the land of Government would become so valuable that any deficit that might exist would be rapidly wiped off. He had no doubt some of the younger men present would see the day when the landed estate would bring enormous revenue to Government, and that it would be the Chamber's duty in course of time to endeavour to induce the Government to make Bombay a free port. He had been sorry to hear Mr. Mowat say they were coming to days of keen competition; he thought they had had plenty of that already. (Laughter.)

Mr. Lord gave a history of the action of the Committee of the Chamber in regard to the Port Trust deficits at the time when they first became known, at the close of the Trust's first year of existence. The Committee then considered the action of the Government of India eminently unsatisfactory, and thought they were taking a very sanguine view of the future of the Port Trust, which was altogether unwarranted. The Port Trustees laid the whole matter very ably before the Government and completely turned the tables on them by the reminder that they (the Trustees) had had nothing to do with the settlement, and the suggestion that if the property was so very valuable, as Government represented, there could be no objection to Government resuming possession of it. They saw nothing for it but an annually recurring deficit, and how true their view of the case had been the result of the three years' working since showed. He could not take such a hopeful view of the position as Mr. Lang and Mr. Maxwell did, but he really hoped that in the end the Port Trust would be able to pay its way. In the meantime, however, the deficit was accumulating, and though it had been said it was simply a book debt, they must bear in mind that the Government of India reserved to themselves the power of eventually recovering the amount. The Government, in never answering the memorial of the Chamber on this subject, had, to say the least, not acted with their usual courtesy towards the Chamber. It was certainly a subject which they had a right to take up. The Government of India were in the position of a landlord who had added a costly piece of land to his estate for his own purposes and made his tenants pay higher rents to meet his extra outlay, without giving them any corresponding advantage; and in this case they were the tenants. That seemed very unjust, and it was only natural that they should wish to know what the Government of India intended to do with regard to the Port Trust deficits. He therefore heartily supported the resolution.

Mr. J. Y. Lang wished to know if he was in order in

proposing an amendment, having already spoken. He wished to move, "That the Government of India be requested to continue to act upon the principle laid down by them in para. 6 of their letter of the 1st April 1871, in which they said:—The Government of India, in sending to the Government of Bombay these conditions, explained the spirit in which the 14th condition was proposed to be applied, and intimated that the Governor General in Council would be ready to consider in a liberal spirit the precise manner in which the charge for interest should be made, and the time when the repayment of the capital should commence and the amount of the instalments. The intention was plainly stated to be that no undue charge should be put on the trade of Bombay in the earlier years of the operations of the Trust, when of necessity the works would be incomplete, and their power of producing revenue not fully developed?'"

It was decided by a vote of the Chamber that Mr. Lang was out of order in proposing an amendment at this stage.

Mr. Solomon said it seemed to him that it could never be considered proper for Government to use all its resources, without demanding payment of interest, to crush the proprietors of opposing bunders. The merchants of other places had to pay for the facilities provided for them, and he did not think it could be considered extraordinary that the same rule applied to Bombay. The charges here could not be considered excessive; they were in nearly every instance less than in Liverpool. Referring to the Prince's Dock, which it was expected would add so much to the revenue of the Port Trust, he said it was not completed, and quite possibly it might never be completed successfully

Mr. Maxwell—Ho! Ho!

Mr. Solomon said that was an opinion which had been well supported in the discussions that had taken place on the subject. He thought that Government had treated the Port Trust very leniently, 4 or 4½ per cent could not be considered by any one an excessive interest on capital invested. He thought suggestions that reductions of capital or interest should be made ought not to be entertained in consideration of the circumstances which led to the establishment of the Trust. As to the proposition that a fresh valuation should be made, of course, in that case it would be expected also that a fresh valuation should be made of the property of all the other companies, and that they should be relieved by Government, because that proposition could not be entertained unless the Port Trust were considered a commercial company and not a Government Department. As to the initiative being taken in reducing fees by the opposing companies, in many instances, the initiative had been taken by the Port Trust.

Mr. J. Y. Lang—Will you name an instance.

Mr. Solomon said that was the case in regard to linseed last year.

Mr. Maxwell—No, the Mazagon Company first started it.

Mr. Solomon further said he considered the suggestion made by Mr. E. D. Sassoon to place the whole of the foreshore in charge of a Corporation, in which the independent companies, the Government, the Municipality, and the general mercantile community could be represented, afforded the only practicable solution of the difficulty.

Mr. Bryce could not take the same pleasant and cheerful view of the situation as Mr. J. Y. Lang and Mr. Maxwell, who appeared to have been deceived or misled by two fundamental assumptions—one that the dock would pay and that it would be worth while for the trades to locate themselves on the adjoining land, and the other that the Government of India do not contemplate taking for themselves the whole of the foreshore. If either of these events took place, their arguments fell to the ground.

Mr. Maxwell said he never stated that the dock would pay, and he believes it would not pay.

Mr. J. Y. Lang said he had not asserted that the dock would pay, though he thought it would pay.

Mr. Bryce said Mr. Bickerdike and Mr. Mowat had facts and figures to go upon, while Mr. Lang's arguments were vague and without any trustworthy foundation. The deficit did not appear to him to be a book debt, but a debt for which something was to be exacted, and if the trade of Bombay was likely to suffer at any time and in any way from this enormous and increasing deficit, he maintained that the trade had a right to expect a definite statement from the Government of India as to the position they intend to take up. These matters were so little known in England that there would be practically no use in bringing the affair before the House of Commons, but it seemed to him that the Government of India should be held responsible to some one for this stupendous error. The Elphinstone Company were perfectly justified in getting what price they could for their land. It was a matter between the Governments of India and Bombay, and the Government of Bombay appeared to have been scandalously remiss in not making themselves better acquainted with the particulars of the purchase. He supported the resolution.

Mr. Walter Lang said he could not agree with Mr. Bickerdike and Mr. Mowat as to the position and prospects of the Port Trust; in fact, he was rather inclined to take the sanguine view of Mr. J. Y. Lang; but both sides were alike vague, and he thought it would be advisable to ask the Government of India to put the actual state of the case before them. He should like to make a remark about what Mr. Sassoon had said. He did not quite catch Mr. Sassoon's words, but it appeared to him that that gentleman advocated the taking over of the whole foreshore by the Government because the Mersey Docks and Harbour Board did something of the same kind at Liverpool, and paid the private proprietors five times the original value. The argument appeared to be that therefore the Government of India should do the same in regard to the Sassoon Company.

Mr. E. D. Sassoon—That is not what I said.

Mr. W. Lang—Then I misunderstood you; I beg your pardon. Mr. Lang further said that Mr. Solomon had stated that in other places people paid for facilities such as the Port Trust gave in Bombay. The merchants were prepared to pay here, and the rates were forced down by Messrs. Sassoon and Co. They denied that they had taken the initiative in the reduction of rates, but he (Mr. Lang) thought that was hardly carried out by the experience of most of the merchants present. The reduction in the grain prices was made because the mercantile community urged that the fees charged were very much out of proportion to the value of the article exported, and not from any consideration of the competition experienced at the bunders. He hoped that the resolution proposed by Mr. Bickerdike and seconded by Mr. Mowat would be carried unanimously.

Mr. Bickerdike explained that he did not think he and Mr. Mowat could be said to take a gloomy view of the Port Trust at all. He certainly had never intended to convey that idea. He thought the Port Trust was in a very flourishing state so far as it went; what he wanted the Chamber to do was to take a business view of the matter. Now, with the whole matter before them, the trade would probably be able to fight their own battles; but at the same time there was hanging over the trade the possibility of the resumption by Government of the whole of the foreshore, and if the present safety-valve of competition was taken away, no doubt Government would bring to bear all their clauses and regulations in order to get back their deficits and carry out their original plans, which he thought had been shown over and over again to be erroneous. (Hear, hear.)

The motion was then put to the meeting and carried.

SHIP-BROKERS.

The Chairman said he had intended to call attention to a matter which had excited a good deal of interest of late in Bombay in consequence of certain correspondence in the newspapers about the ship-brokers' business, but it was now so late in the afternoon that he did not know whether the members would care to commence a discussion of that kind. It was entirely a matter for the Chamber to say whether the question should be raised.

Mr. J. Y. Lang did not think the Chamber should take notice of anonymous correspondence. This was merely a bother about an aggrieved agent who had been cheated out of his commission.

Mr. Mowat said as they were likely to hold another general meeting very soon, it would be well if gentlemen interested in the matter would consider it, and bring it forward, if they thought fit to do so, at the next meeting.

Mr. Maxwell said he had thought over this subject for a number of years, and he did not think it was a matter for the Chamber to discuss at all. It lay merely between agents, captains, and owners of vessels. It was in old times absolutely necessary for a captain to have a shipping agent in Bombay, but in these days of telegrams, though he was a shipping agent himself, he thought it was quite unnecessary.

The Chamber then adjourned.

INDIAN NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

SHAHABAD, JULY 24.

No rain, no rain, is the daily cry from all sides. I am sorry to report a similar complaint at this and the surrounding stations. We are supposed to be in the middle of the monsoon, and yet everything about here is dry and parched up. We have had six inches of rain up to date, but half of this quantity fell during the hot weather in April last. The prospects here are indeed as gloomy as they well can be. The whole of this small station is overrun by crowds of extremely famished looking beggars, ready to eat anything, from dry leaves to the daintiest morsel ever placed before man. It is needless to state that, under these circumstances, robberies are rife. The other day a goods train in the yard here was set upon by about 100 of these wretched people in broad daylight. A similar occurrence took place at Goolburga last week, when one of the robbers was shot in the abdomen by a policeman, and killed instantly. An enquiry took place, when it was found that the policeman acted in self-defence.

We hear dismal accounts of the state of affairs at Lingsagoor, one of the famine centres in the Nizam's dominions. It appears the people there are dying fast from cholera and starvation. At Raichore also, matters are not much better. I hear on excellent authority that on the arrival of every goods train at that station the people flock to it in great numbers, and before it is brought to a stand-still they attack the grain bags with pieces of glass, and, unmindful of the policeman's whip and baton, pillage their contents. Of course they are driven off before any serious damage is done. All day long beggars throng the station yards picking up jowaree, &c., grain by grain. Several cases of child-selling have occurred. In the foregoing account, I have avoided anything that may be termed exaggeration, feeling that in so grave a matter it should be one's duty to be perfectly truthful.

It is quite a relief to turn to another and pleasanter topic, to wit, the marriage of one of the European railway employes, with a sister of our Police Inspector. We had quite a gala day of it. In the evening a superb entertainment in the shape of a ball and supper was given in honour of the occasion by Major and Mrs. Dobbs, to whose kindness the residents of Shahabad are indebted for the very pleasant evening spent. H. E. Sir Salar Jung's band discoursed sweet music during the dance, which was a great success. The oldest inhabitant here does not remember having enjoyed a greater treat than this *tamasha*.

(FROM A CORRESPONDENT.)

AHMEDABAD, JULY 23.

We are much in want of rain; the clouds give us reason to suppose that we shall soon be favoured with a supply, but they disperse in a disappointing manner. There is little pasture this year for the cattle owing to inadequacy of moisture in the soil. Forage is scarce and dear, and the price of grain of every description is high.

A *naik* belonging to the 1st Regiment N. I in camp shot himself last night in the native lines. He was in a state of despondency on account of the recent death of his wife. This is the second instance of suicide within a short period among the natives in camp.

STRANGE CUSTOM OF MAHAPRASAD IN THE SAMBALPUR DISTRICT, CENTRAL PROVINCES.

BY CAPTAIN W. SAURIN BROOKE, B. S. C., F. R. G. S., DEPUTY COMMISSIONER OF BILASPUR, CENTRAL PROVINCES.

(Concluded from yesterday's "Bombay Gazette.")

However pure the idea out of which the Mahaprasad brotherhood grew, the tie is not unfrequently debased to unworthy purposes. An avowedly selfish object in entering into the contract is now the rule rather than the exception. Once formed, the union is supposed to be unseverable, and should be maintained by the interchange of amenities from time to time between the "brothers." In practice, however, where some specific purpose was the end sought, this accomplished, the tie is commonly allowed to sink into abeyance.

I have not been able to ascertain that the custom prevails elsewhere in India, except in lower Bengal, where it is said to occur, though rarely. In Sambalpur it is so common and so widely spread, as to engage attention from an administrative point of view. On taking charge of the district, the recurrence of the word Mahaprasad in official documents struck me. I was warned that one person could not be trusted in relation to some one else, because he was his Mahaprasad. In cases before the Courts the evidence of witnesses is almost daily objected to and discredited, on the score that they are Mahaprasads of the persons in whose favour they are deposing. The most experienced native officials have assured me that the uncorroborated testimony of a known Mahaprasad must at least be looked on with suspicion. Unfortunately no individual is restricted in the number of his Mahaprasads; men of wealth or influence have many; and, as might be expected, native Government officials, from their position, are eagerly desired. Rumour also says that the tie is bought and sold. Instances are known of the connexion being established in the eve of a trial to secure the neutralization of a hostile evidence. Practically then, in the daily life of the people the custom has almost come to assume the character of a business arrangement. Some warrant for this may be found in the well known couplet:—

"Sura nara muni ki yahi riti
Swartha lage karen saba priti."

Which freely translated might run—

"Gods, men, and sages, to this assent,
That all love and friendship for private ends is meant."

In addition to purposes less excusable, the tie is often utilized for more legitimate ends, such as to make up a long standing quarrel, or to borrow money. In the latter case the lender feels that a loan to the Mahaprasad has a security which an ordinary transaction would not offer. When means are available, such an application is seldom refused.

The development of the Mahaprasad tie as visible in Sambalpur is far from healthy, and unquestionably, in many points of view, has a pernicious effect on the habits of the people. It adds to the difficulties of the Courts by contributing another to the many under-currents, the force and strength of which are difficult to stem or to gauge. The indigenous native officials seem peculiarly imbued with a lust for this sacred friendship: and it may be questioned if among them there is a single individual whose Mahaprasads are not in a measure proportionate to his position and standing in the Government service.

The ceremonies observed when the tie is contracted are sufficiently simple. When the position of the parties warrant it, the occasion is recognized as one of rejoicing; guests are invited, and often comparatively large sums of money are spent in largesse, gifts to Brahmins, and costly presents are exchanged between the Mahaprasads. It does not appear that any ritual or religious ceremonies are prescribed as necessary to the occasion. When two persons agree to "sit in Mahaprasad," as it is called, they bathe, and the Vedic rite of *Kalsa puja* may or may not be performed. The parties then sit opposite one another; one holding in his joined palms a portion of the holy food, drops it into the hands of the other held below to receive it; the position of the hands is then reversed, and the first holder now receives the food from the second. This is done seven times, each person then eats a small portion of the Mahaprasad. The new made brothers embrace, and the ceremony is complete. The operation of passing the Mahaprasad from the hands of one to the other is accompanied by appropriate expressions, such as "I throw myself upon you." I seek protection from you," "I abandon all cause of quarrel," "I will never cause you any harm," "I will aid you," &c., &c. Even this amount of ceremony is clearly not essential to the due contraction of the tie. The commoner form is for each party to eat in company a small portion of the sacred food, and then and there each to acknowledge the other as his "Mahaprasad." The necessary condition underlying the bond, is faith in the great Jagannath, and acceptance of his presence as manifested in the sacred food. It is said that on occasions Mahommedans have not scrupled to contract the obligation with Hindus. However repugnant to a true follower of Islam, such a profession of belief in the great idol at Puri may be, in Sambalpur, and probably throughout Orissa, the bulk of the Mahommedans are strongly imbued with the spirit of Hinduism. Unconsciously perhaps, but none the less certainly, the mind often takes up much of the colour of its surroundings, and a latent belief may redeem the obligation from the grossness of open perjury. It is related in times gone by, that a European lady in anxiety about the health of one dear to her, was induced to propitiate "Samlai," the blood-loving goddess at Samalpur. When the tie is once formed the parties cease to mention each other's names, using instead the title Mahaprasad. Similarly the parents and relations are called Mitra Bapa, Mitra Ma, &c.,—friend's father, friend's mother, &c., and the kinsmen of each are supposed to stand in the same relation to the newly constituted brother. The connexion thus formed is said in some instances to have continued to unite families for more than one generation. Blood relations and persons of the same name are by usage debarred from contracting this friendship. On the death of a Mahaprasad the family of the survivor not unfrequently mourn as for a relative.

Such is a brief view of this curious custom. Much may yet remain to reward enquirers more competent and with greater opportunities. As it affects public business it is doubtless of some importance, while if in describing it any light has been thrown on the inner life and feelings of the people, the sketch may in that measure be not altogether wanting in instruction.

SAURIN BROOKE,
Bilaspur, 30th June 1877. Deputy Commissioner.

REGISTERED No. 1—1877.

The Bombay Gazette.

[With Supplement.

No 8,880.—New Series. BOMBAY:—THURSDAY, JULY 26, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		In Arrear.	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		In Arrear.	
Per Annum	Rs. 52	Per Annum	Rs. 65
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These Up-country Rates include Postage Rates.

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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5	0
Second do.	2	8
Third do.	2	8
Fourth and succeeding insertions	0	2½ As.

a line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion .... 3 As. per Line.
Second do. .... [illegible] „ „
Third and succeeding .... 2½ „ „
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines ....Rs. 1-0
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Advertisements exceeding five lines will be charged for at our present ordinary rates.

No advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. MEDINA, 811 Tons, 140 H. P., Commander E. C. Russell, on THURSDAY, the 26th July, 1877, at 4 P.M., calling at Kalbadavie Bay (Rutnagherry), Carwar, Narrakal, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Callingapatum, Coconada, Vizagapatam, Bimilipatam, Gopalpore, False Point and at any other place where inducement offers.

Weather permitting she will also call at Vingorla, Goa, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. "BURMAH," 1,082 Tons, 200 H.P., Commander J. Smith, on WEDNESDAY, the 1st August 1877, at 4 P. M., to the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the S. W. Monsoon, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 2 p.m.

The S. S. VINGORLA, 578 Tons, 120 H. P., Commander A. Gray, will be despatched on SATURDAY, the 28th July 1877, at 2 p.m.

The S. S. "BURMAH" 1,082 Tons, 200 H. P., Commander J. Smith, on WEDNESDAY, the 1st August 1877, at 4 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines)	3rd Class. (Without food)
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	35	14-10

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

ASSIRIA, to sail on WEDNESDAY, 1st August 1877.
AUSTRALIA, to sail on SATURDAY, 1st September 1877.
INDIA, to sail on MONDAY, 1st October, 1877.
ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL, DIRECT, AND TO LONDON, OVERLAND, VIA NAPLES OR GENOA.

THE S. S. BRANKSOME HALL, 2,100 Tons Register, 300 H.P. nominal, Captain BRAND, will sail on the 11th August, and will be followed by the

S. S. CITY OF BALTIMORE,
2,300 Tons Register, 300 H. P. nominal,
Capt. COLLIN, on the 29th August.
and by the

S. S. CHILDWALL HALL,
2,100 Tons Register, 300 H.P. nominal,
Captain TREGARTHEN, on the 29th Sept.,
and by the

S. S. TRENTHAM HALL,
2,100 Tons Register, 300 H.P. nominal,
Captain SHAW, on the 13th Oct.,
and by the

S. S. BRANKSOME HALL,
2,100 Tons Register, 300 H.P. nominal,
Captain BRAND, on the 3rd Nov.,
and by the

S. S. CITY OF BALTIMORE,
2,300 Tons Register, 300 H.P. nominal,
Captain COLLIN, on the 28th Nov.

RATES OF PASSAGE MONEY, Rs. 500 TO LIVERPOOL.

Passengers are booked through to London, Naples, or Genoa, a through rate with the Rubattino S. N. Company, at the following rates including the Railway journey from Suez to Alexandria ... Steamer from Alexandria to Naples or Genoa, ...

FARES.

Bombay to London, via Genoa	Rs.	575
do. Naples	„	600
do. Naples	„	470
do. Genoa	„	490

... Steamer leaves Alexandria every Friday.

For further particulars apply to

KING, KING & Co.,
or to
W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs. HENRY S. KING and Co. and Messrs. KING BAILLIE and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Remittances, Sovereigns, Circular Notes, Shipment of Baggage, &c. will be attended by Messrs. KING, KING and Co. here.

Bombay, June 9, 1877.

WINES, SPIRITS, BEER, &c.

UBORGS FABRIKKER DANISH BEER IN BOTTLE,

A very superior Article.
Light and suitable for the Climate.
A special favorite in the China Markets.

FINLAY, SCOTT & Co.

AUSTRALIAN WINE from St. HUBERT'S VINEYARD:—

CHASSELAS (White)	Rs. 12	0	per doz. qts.
Do. (1866 Vintage)	„ 17	0	„
HERMITAGE (Red)	„ 12	0	„
TOKAY (1865 Vintage)	„ 17	0	„

GRINDLAY GROOM & Co.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

	Vessels.	Tons.	H.P.	Captains.	
(s)	AUSTRALIA	3663	600	J. S. Murray	27th July.
	THIBET	2593	400	J. H. Torbock	3rd Aug.
(s)	NEPAUL	3536	600	R. Methven	10th do.
	SIAM	3000	500	N.W. Haselwood	17th do.
(s)	MALWA	2933	450	P. S. Tomlin	24th do.
	GEELONG	1835	250	C. Fraser	31st do.
(s)	MONGOLIA	2833	530	A. Coleman	7th Sept.
	CHINA	2016	400	T. Aldetion	14th do.
(s)	INDUS	3470	500	S. D. Shallard	21st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON, by every Mail. The Steamers marked (s) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 21st June 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta —

Vessels.	Tons.	H.P.	Captain.		
LOMBARDY	2723	450	W. B. Hall	6th Aug.	at 3 p.m.
KHIVA	2609	450	G. Lee	20th do.	at 3 p.m.

F. D. PARKER, Acting Superintendent.

Bombay, 21st June 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle):—

Vessels.	Tons.	H.P.	Captain.	
BANGALORE	2063	500	G. N. Hector,	18th Aug., 3 p.m.,

F. D. PARKER, Acting Superintendent.

Bombay, 21st June 1877

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will be despatched between Glasgow, Liverpool and Bombay and vice versa via Naples:—

Vessels.	Tons.	H.P. Nom.	Commanders.	From Glasgow.	From Liverpool.	From Bombay.
Italia	2245	424	J. Donaldson.	—	—	8th Aug.
Macedonia	2272	486	J. Laird	4th Aug.	11th Aug.	22d Sept.
Trinacria	2107	424	R. Hutchison.	18th „	25th „	6th Oct.
Europa	2277	424	J. Harris	8th Sept.	15th Sept.	27th „
Cesaria	2200	424	T. Butler	22nd „	29th „	10th Nov.
Italia	2245	424	J. Donaldson.	6th Oct.	13th Oct.	21st Nov.
Olympia	2050	424	A. Rait	20th „	27th „	8th Dec.

RATES OF PASSAGE MONEY.

TO NAPLES ....Rs. 400
TO LIVERPOOL ....Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York.

For passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, July 17, 1877.

TEA EMPORIUM, CHURCH GATE STREET.

MESSRS. MORTON & Co. beg to remind Ladies and Gentlemen proceeding to England to take with them a few choice packets of their highly appreciated and select KANGRA VALLEY TEAS for presentation to their friends at Home, who will surely prize them most.

TEA DEPOT—OPPOSITE THE "TIMES OF INDIA."

SALES BY AUCTION.

MENESSE AND COMPANY.

THIS DAY, THURSDAY, the 26th instant, Messrs. MENESSE & Co., will hold their Usual Weekly Auction Sale at their rooms a quantity of grey and colored piece goods, twist, &c., &c.

15 bales damaged Grey Shirtings.

On account and at the risk of the indentor Borah Ebramjee Mohmedally.

E M—1/4—4 Large Iron Safes.
On account of the concerned.
19 Boxes Pauillac Claret.

On account and risk of the mortgagor Dewjee Poojany:—
4 bales local made grey T. cloth 5 lbs.
3 „ d. do. 6 lbs.
2 „ do. grey shirtings 8 lbs.
2 „ grey shirtings 8½ lbs.
1 „ grey T. cloth 4 lbs.

MENESSE & Co.

Bombay, 26th July 1877.

NUSSERWANJEE, CULLIANDASS & Co.

AUCTION SALE of Wool and Cotton Cleaning Machine at Duncan Road, Two Tanks, in the Warehouse No. 67.

On SATURDAY, the 28th instant, at 2 o'clock p.m., Messrs. NUSSERWANJEE CULLIANDASS and Company will sell by Public Auction, at Duncan Road, Two Tanks, in warehouse No. 67, by order of the firm of Echaram Hurjeewondas, the Mortgagee, on account and risk of Maneckjee Cursetjee Duttaram Gunnesh, and Bhookhondas Lakhmeedas, the Mortgagors, the undermentioned machines.

One portable engine and boiler, 10 horses power.
One wool burring machine.
One opair of 4 rolls.
A deposit of 25 per cent. will be required at the time of sale.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 26th July 1877.

SADANUND SHRICRISTNAJEE AND Co.

WEEKLY SALE.

On TUESDAY, the 31st instant, Messrs. S. SHRICRISTNAJEE & Co will sell by Public Auction, at their Auction room.

10 bales grey shirting.
2 cases fast colour prints.
4 bales grey dhooties.

To sell off to the highest bidder.

2 cases fancy goods consisting of superior office glass inkstands of different shape, writing cases, Albert chains, lockets, superior ladies stockings, gentleman socks, &c, &c,

3 casks each 14 washing sets of different colours.

2 casks each 12 dozen tea pots.

On account and at the risk of the concerned to sell off without reserve, an invoice of real hand-work oil painting and oleograph, just landed per s. s. Tumour, subject are Blonde and Brunelle, in ornamental gilt frames, after old Dutch Master, very richly and ornamental frame, Prince of Wales, Bay of Naples, Fruit Piece Desserts, Orange and Fig Seller, Duchess of Devonshire, In The Nursery, Coloured Pinter Cross and Flowers, Sunny Hours, and various fancy pictures, steel engraving in mapple frames black ground paper pictures, Prince of Wales' picture without frames, also 2,000 feet assorted kind of gilt and mapple frames.

S. SHRICRISTNAJEE & Co.

Bombay, 26th July 1877.

DINSHAW HORMUSJEE & COMPANY.

No. 26, MEADOW STREET.

AUCTION SALE of neatly carved household furniture, glass, crockery, a mahogany Broadwood's pianoforte, a Nugger cart with a pair of fine bullocks, &c., at the Bungalow No. 15, Bandora Hill.

On SUNDAY, the 29th instant, at 2 p m, Messrs. DINSHAW HORMUSJEE & Co are instructed to sell by Public Auction at the abovementioned place all the carved furniture, &c., the property of a gentleman (breaking up his establishment), the same comprises a set of dining table in 3 pieces, carved side board, dining room chairs, whatnot, hatstand, elegantly carved circular, pier, side, card, and work tables, conversation and sofa couches, drawing room, easy, and folding chairs, chiffoniers, mahogany Broadwood's pianoforte music chair, teapoy, double and treble light Tucker's hanging argand lamps with drops, solar lamps, few engravings, ornaments and vases, rich carpets, musical box, large camp cots, red printed cots with mattrasses and curtains, cupboards, chest of drawers, dressing tables, toilet glass, boot horse, dispense cupboard, meat safe, water filters, gram cask, &c., &c.

AT 3 P. M.

A comfortable Nugger cart, with a pair of silver-coloured serviceable bullocks, &c, &c.

No catalogues and the property is now on view.

DINSHAW HORMUSJEE & Co.

Bombay, 26th July 1877.

CRAWFORD AND COMPANY,

2, MARINE STREET, BOMBAY.

AUCTION SALE of valuable and handsome household furniture, plated glass and porcelainwares, wearing apparel, plants, &c., at No. 7, Dockyard Road, Mazagon, opposite the Mazagon Castle.

Under instructions from the Administrator General, Messrs. CRAWFORD & Co will, THIS DAY, THURSDAY, the 26th instant, sell by Public Auction, sale commencing at 1 p m, the household furniture of the late Mr. P. BULLELLI, the same comprises glassware, plated and crockery ware, drawing-rooms, dining, pier, writing, washing, and dressing tables, conversation and reclining couches, drawing-room, folding, easy, arm and without arm chairs, chiffonier, teapoy, four posts bedstead, chest of drawers, clothes presses, campcot, single and double light lustres, cooking stove with utensils, wearing apparel, wines, flower vases, table ornaments, revolvers, gun, golden fishes, bath dispense and cook-room furniture, plants, &c.

Now on view.

USUAL AUCTION SALE.

On MONDAY the 30th instant, at 2 p.m. Messrs. CRAWFORD & Co. will sell by Public Auction at their rooms—

10 bales Grey Shirtings.
10 „ Colored Twist, No. 40, 50, and 60.
5 „ Grey Jacconets 2½ lbs. 39 inches.

An invoice of opera glasses, cigar holders, imitation and wooden pipes, magnifying glass, stereoscopes with slides balloons, &c., just imported per S. S. Assyria.

SALE OF SUPERIOR FIRST CLASS TEAK SQUARES.

On SATURDAY, the 28th instant, at 4 p. m., Messrs. CRAWFORD & Co. will sell by Public Auction at Tank Bunder to close consignment per ship Zemi—

About 100 tons superior 1st class Moulmein Teak Squares, in small convenient lots to suit the requirements of purchasers.

THE LATE MR. PURCELL'S LIBRARY.

Under instructions from the Administrator General, Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms on WEDNESDAY, the 1st August, sale commencing at 2 p. m., the valuable Library of the late H. F. Purcell, Esquire, Barrister-at-Law, also office furniture and wearing apparel.

Catalogue will be published, and the books will be on view 4 days before the day of sale.

Also, by order of the Administrator General.

A double barreled Pentra fire rifle in case, by Alexander Henry, with a lot of cartridge cases and waddings.

The property of the late R. B. Oliphant, Esq.

FOR SALE ON COMMISSION.

A chesnut pony, height about 13-1, the property of a gentleman, can be seen at a day's notice.

CRAWFORD & Co.

Bombay, 26th July 1877.

NEW ADVERTISEMENTS.

WANTED, COMPETENT GUAGERS. Rupees 50 a month. Only persons well acquainted with Guaging and Distillation need apply to

F. F. ARBUTHNOT, Collector.

Bombay, Collector's Office, 25th July 1877.

MUNICIPAL ELECTIONS.

NOTICE.

THE MUNICIPAL ELECTIONS fixed for To-day have been POSTPONED until further Notice.

J. H. GRANT,
Acting Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 26th July 1877.

A REWARD of RUPEES TWO HUNDRED AND FIFTY will be paid to any person who will cause to be arrested HURGOWANDASS OODHOWJEE (lately in the employ of the Bombay United Spinning and Weaving Company) under a warrant of arrest issued against him from the Girgaum Police Court.—Dated this 25th day of July 1877.

TYABJI AND SAYANI,
Attorneys for the Bombay United Spinning and Weaving Company.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

WANTED, a SODAWATER and BOTTLING MACHINE. Particulars, post paid, to "A.C.," *Bombay Gazette* Office.

WANTED, a CHIEF ENGINEER for the Steam-ship VIXEN. Apply to CAPTAIN BREBNER, Shipping Master.

THE OWNER of a GOLD RING found in the Breach Candy Swimming Bath can have the same returned on applying to the HONORARY SECRETARY.

FOR SALE, a pair of diagonal ENGINES, 10 H. P., with a Hoist attached, having also a large Driving Pulley. Apply at this Office.

FOR SALE, a TRUNK ENGINE, 24 H. P., well adapted for driving Hydraulic Pumps and could be easily attached to them. Apply at this Office.

GENUINE ASSAM TEAS, in 2lb. Canisters, from Re. 1-2 to Re. 1-12 per lb. J. PEARSE, Confectioner and Biscuit Manufacturer, Apollo Street, Fort.

FOR SALE, a DOG CART, in first rate order. Apply to

KING, KING & Co.

TO BE LET, on MALABAR HILL, a large and excellently furnished Bungalow, close to the sea, Tenant can arrange to have use of good carriage and pair. Address "S.," *Bombay Gazette.*

NOTICES.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

NOTICE.

THE AGENCY of this Company has been TRANSFERRED to the Undersigned, from whom Proposal Forms and all further information can be obtained on application.

J. GORDON.
Agent for Bombay.

33, Elphinstone Circle.

THE EASTERN TELEGRAPH COMPANY LIMITED.

NOTICE.

COMMUNICATION WITH EUROPE DURING THE WAR

THE PUBLIC desiring to insure the RELIABLE and ACCURATE TRANSMISSION of their TELEGRAMS to Europe by the Eastern Telegraph Company's Duplicate Submarine Cables during the CONTINUANCE OF THE WAR, should order the same officially by inserting the words VIA SUEZ, or VIA RED SEA which are not charged for.

B. SMITH,
Officiating Manager.

Bombay, May 25, 1877.

THE ANGLO-INDIAN INSURANCE COMPANY, LIMITED, (IN LIQUIDATION).

FIRST DISTRIBUTION OF ASSETS.

NOTICE is hereby given, that a FIRST DISTRIBUTION of the ASSETS of the above Company, at the rate of RUPEES ONE THOUSAND in Government of India Four-and-a-Half per Cent Stock for each share, will be made at the Office of the Company in Elphinstone Circle on and after SATURDAY, the 28th current, on PRODUCTION by Shareholders of the CERTIFICATES for the shares they hold.

D. McIVER,
Liquidator.

Nicol's Buildings, Elphinstone Circle, Bombay, 24th July 1877.

THE DHOBIES.

REFERRING to an Advertisement in the Bombay local Newspapers of the 21st instant, purporting to be signed by "All the Dhobies at a Public Meeting held on the 15th July 1877," in which it is stated that they have "determined and fixed the rates" for washing clothes at Rs 5 per 100 on account of the transferring of the Dhobies' Lines to Mahaluxmee, "which entails great trouble, loss of time, and expense,"—the Acting Municipal Commissioner begs to notify to the public, that so far as the new accommodation provided for the Dhobies is concerned, there is no ground for this attempted increase in rates, inasmuch as such of the Dhobies (less than 300 in number) as frequent the Lines at Mahaluxmee are only charged the same fee hitherto levied at the Esplanade Lines—Rs. 3 per mensem for each washing place.

The Dhobies who issued the Advertisement describe themselves as of "Bombay, Mahim, Coorla, Tanna, Maroul, Parel, Malabar Hill, Breach Candy, and Byculla," and to those of them who belong to most of these localities, Mahaluxmee is much nearer than the Esplanade; consequently, the "trouble, loss of time, and expense" which they allege as grounds for the proposed increase must be less than when the Lines were on the Esplanade; especially as chawls are being erected at the Lines for the sale of such articles as they require for their trade—facilities which were not provided in the old Lines; and, moreover, the water supply on the new Lines is much more plentiful than it was on the Esplanade.

J. H. GRANT,
Acting Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 24th July 1877.

NOW READY.

THACKER & Co.'s ILLUSTRATED CATALOGUE OF SURVEYING, ENGINEERING and MATHEMATICAL Instruments and Materials, Optical and other Scientific Instruments, ARTISTS' MATERIALS, Stationery, Albums, Leather and Fancy Goods, Travellers' Requisites, Games, Framed and Unframed Chromolithographs, Oleographs, and Engravings, Photographic Views, and a large variety of useful Sundries, with a FULL INDEX.

GRATIS ON APPLICATION.

THACKER & Co.,
Opposite Watson's Hotel, Bombay.

JEMSEDJEE NOWROJEE,

CABINET MAKER & GENERAL MERCHANT,
KALBADAVIE ROAD,
BOMBAY,

BEGS to invite the attention of Ladies and Gentlemen to his large stock of Carved and Plain Blackwood, Teakwood, Ebonywood, and Gold Gilt Furniture, for Drawing-room, Library, Dining-room, Bed-room, Messes, Camps, Clubs, &c., &c.

BEDSTEAD.

Iron Bedsteads, Babies' Cots, Cradles, Folding Bedsteads for Travellers, Iron Stretcher Beds of all sizes, Brass Canopies; Children's Cots and Cradles; Bath Tubs, Wooden and Zinc; Heat Bath Tubs; Portable Bath Tubs with covers, lock and key; Foot Tubs and Cans; Tin Boxes of sizes; Bird Cages of all descriptions.

SURAT WORK BOXES.

In Ivory, Sandalwood, and Ebonywood; China Work Boxes; China Tea and Coffee Boxes; Card Boxes and Plates of sizes.

PERAMBULATORS.

Of one, two, and four seats; best Pictures on canvas in elegant gilt frames; Toilet Glasses in Blackwood, Mahogany, and Ebonywood; Rocking Horses of all sizes.

LAMPS.

Carriage and Buggy Lamps; Carriages and Buggy Whiper Police Hand Lanterns; Round Hanging Globes, plain or flowered with gold gilt, &c. Argand Hanging Lamps, by Tucker, from one to twelve lights; Chandeliers from four to eighteen lights.

CROCKERY.

Dinner Sets, white and gold, Breakfast Sets; Washhand Jug and Basin Sets; Wine Coolers, Cut Tumblers, wine and Beer Jugs, &c.

FURNITURE.

Cretonnes, Chintzes, Reps, Damasks, Velvets Gimps, Fringes, Cord, &c., of every colour and description; Carpets in Piles, Borders, and in pieces of sizes; Air Pillows and Mattrasses; Feather Pillows; Mattrasses (Cotton, Coir, or Horse-hair, made to sizes, Railway Rugs; Table Covers; Portmanteaux) Overland Chairs, &c.

JEMSEDJEE NOWROJEE further begs to state that he will be glad to receive orders for making Furniture of every and any description, and according to any kind of pattern sent to him with in-tructions.

J. N. also undertake to repair, re-line, and polish (French or wax and oil), carefully all sorts of furniture, &c., either at the residence of customers, or in his establishment, if forwarded.

The large patronage J. N. has been favoured with throughout this Presidency, and his having supplied from his establishment Furniture and Goods of various descriptions to a great number of European Ladies and Gentlemen, as well as to H. H. the Holkar of Indore, the Maharaja of Jeypore, the Begum of Bhopal, the Raja of Rutlam, the Princes of Kattywar, and many other Native Chiefs, induces him to hope for a continuance of public support.

TREACHER AND COMPANY, LIMITED,

CHEMISTS, &c. BY SPECIAL APPOINTMENT TO

HIS EXCELLENCY SIR RICHARD TEMPLE, BART., K. C. S. I., GOVERNOR OF BOMBAY.

THE DISPENSING DEPARTMENT

At each of the Company's Establishments is under the constant supervision of throughly qualified and experienced

ENGLISH CHEMISTS,

Whose particular attention is directed to the Preparing and Dispensing of Medicines with care and expedition.

THE PURITY AND QUALITY OF THE DRUGS AND CHEMICALS

Employed are detemined by Chemical Analysis, every facility being provided for strict compliance with Physicians' commands.

An exact Copy of every prescription is registered, whereby a reference is always readily obtainable.

NEW REMEDIES, INSTRUMENTS AND APPLIANCES that receive the approbation of the Medical Profession, are being continually added to the stock.

MANUFACTURERS AND IMPORTERS OF

SURGICAL INSTRUMENTS AND APPLIANCES.

CHEMICAL, PHARMACEUTICAL, AND PHOTOGRAPHIC APPARATUS AND SUNDRIES.

Meteorological and Philosophical Instruments of all kinds.

N.B.—The Company's Wholesale Priced List of Drugs, Chemical, Surgical, and other Instruments sent on receipt of Professional card.

TREACHER & COMPANY, Ld., BOMBAY, BYCULLA, & POONA.

CUTLER, PALMER AND CO.

ARE AGENTS IN INDIA FOR

MESSRS. LEAL BROS. & CO.'S MADEIRA.

THE CELEBRATED APOLLINARIS WATER.

(For Analysis, Testimonials and Prices see the Company's Advertisements).

BASS'S CHAMPAGNE ALE.

Bull Dog" Trade-mark—Bass's Label.

This splendid Ale is the choicest production of Messrs. Bass's famous brewery and the Bottlers (Read Brothers of London) have spared no expense to supply Indian consumers with English malt liquor of the finest possible quality. It contains the valuable Tonic Bitter principles derived from Kent and Surrey hops of only the best growth and greatest delicacy of flavor and its lightness and sparkling brilliancy commend themselves.

Messrs. Read Brothers possess magnificent stores fitted with the best modern appliances and their long experience has been specially devoted to bottling Messrs. Bass's Ales for exportation. The Beer is in Champagne botths which exhibit its great brilliancy and being thoroughly matured before bottling it bears up-country transit remarkably well.

		NET CASH. Rs.	A.	CREDIT. Rs.	A.	
In Casks of 3 doz. Qts.	per doz.	5	8	5	12	Duties included.
In Casks of 6 doz. Pts.	per doz.	3	12	4	0	

GUINNESS'S OWN STOUT.

In Casks of 3 doz. Qts.	per doz.	5	12	6	0	Duties included.
In Casks of 6 doz. Pts.	per doz.	3	12	4	0	

MESSRS. BISQUIT, DUBOUCHE & CO.'S COGNAC.

CASH. Per Case. Rs.	A.		CREDIT. Per Case. Rs.	A.
24	4	* ONE STAR, in great demand	25	0
25	4	* ONE STAR, Glass-stoppered Barrel Bottles	26	0
27	2	* ONE STAR, Decanters	28	0
31	12	* ONE STAR, Crystal Barrel 2 Gall = 1 dozen, with Bronze stand and plated tap complete	33	0
25	12	* ONE STAR, Flasks, per case of 2 dozens	26	8
27	8	* ONE STAR, Half-Flasks, per case of 4 dozens	28	8
		Metallic Tumblers for flasks	3	0
		Do. do. for ½ flask	2	0
27	8	** TWO STARS	28	8
30	8	*** THREE STARS, superior	31	8
40	12	**** FOUR STARS, extra superior, recommended	42	8

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent. off Bond Prices, *i.e.*, after deducting Duty and Town Dues at Rs. 8-8 per case.

WACHTER & CO.'S CHAMPAGNE.

"EXTRA DRY."

NOTICE.

Previous shipments of our brands to Calcutta, Bombay, etc., have been prepared in accordance with the taste that prevails at the English Court, where extremely dry Champagne is not desired, but we recognise the necessity of sending for the future to the Indies and other warm Climates a REALLY DRY WINE, whilst we carefully adhere to the same elegant style that has met with such universal favour.

Our labels remain unchanged with the sole addition of the words "Extra Dry."

February 1877.

WACHTER & Cie.
EPERNAY.

CASH. Per 1 doz. Qts. Rs.	A.	Per 2 doz. Pints. Rs.	A.		CREDIT. Per 1 doz. Qts. Rs.	A.	Per 2 doz. Pints. Rs.	A.
48	0	50	12	Wachter & Co.'s Champagne as supplied to the Royal House	50	0	53	0

ORDERS UNACCOMPANIED BY CASH WILL BE TREATED AT CREDIT RATES.

N.B.—Forwarding Charges are added to the above rates. We guarantee each package to contain its FULL complement of bottles when despatched.

MOFUSSIL CONSTITUENTS ARE REQUESTED, BEFORE TAKING DELIVERY OF THEIR GOODS TO SEE THAT THE WEIGHT AGREES WITH THE RAILWAY RECEIPT.

LOCAL AGENTS FOR SINGLE BOTTLES.

Mr. JAMES PEARSE, 22, Apollo Street, Fort.
Mr. EDULJEE PALLONJEE, Borah Bazaar Street.
Mr. JAMSETJEE NOWROJEE. Poydoni.
AND
Mr. DHUNJEEBHOY COWASJEE OOMRIGUR, near Crawford Market.

Bombay, May 1877.

For Sale at this Office.

A BOOK-BINDERS' SAW-BENCH. THIS Machine is for sawing the backs of Books: and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

For Sale at this Office.

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,

In neat Pamphlet form, 8vo demy, 25 pp.

Price—Four Annas.

For sale at this Office.

THE ACT OF PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

For Sale, at this Office under the authority of the Bombay Chamber of Commerce.

THE AMENDED FORM OF BILL OF LADING for Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 28th August 1872. Price per 100 Copies, Rs. 4; 50 Copies, Rs. 2-8; 25 Copies, Rs. 1-4; and for single Copy, One Anna.

PICTURES.

MESSRS. THACKER & Co. have just received a selection of Engravings and Chromolithographs ready framed in best English frames such as are not often imported to Bombay—a list is annexed with the sizes of the frames and the prices. Inspection is respectfully invited.

Besides these, Messrs. Thacker & Co have a large stock of Engravings, Chromos., Water Colour Autotypes, &c., &c., framed and unframed, priced at very moderate rates.

	Rs.	a.
LADY GODIVA: Engraving in handsome walnut and gold frame, 31 by 41, upright	50	0
MY CONFIDENTIAL ADVISER: (Two Ladies in consultation), coloured engraving in very handsome gold frame 38, by 33	60	0
THE FLOWER OF THE FOREST: engraving in gilt frame, 35 by 26, upright	45	0
HARVESTING: Chromolithograph, in very handsome gold frame and mount, 30 by 29½	37	8
RETURNING FROM THE WOODS: pair to the above	37	8
THE FIRST TASTE (Foxhound puppies with dogwhip): engraving in handsome gold frame, 37 by 33, upright	80	0
IN CONFIDENCE: coloured Photograph in rich deep gold frame and mount, 22 by 17, upright	45	0
THE LOVE LETTER: pair to the above	45	0
YES OR NO: engraving in broad gilt frame, 35 by 29, upright	65	0
TOWN AND COUNTRY: two small colored engravings in very neat gold frames, 15½ by 13½, per pair	25	0
TINTERN ABBEY: a beautiful Chromolithograph (upright) in gilt edged mount and rich gold frame, 30 by 25	35	0
KILCHURN CASTLE: pair to the above	35	0
LINKS OF LOVE: engraving in handsome broad gilt frame, 34 by 29, upright	45	0
THE WELLHORN: Chromolithograph, in gilt mount and handsome gold frame, a beautiful picture, 38 by 30	50	0
THE SICK MONKEY: engraving after Landseer, in rich gold frame, 39 by 32, upright	65	0
ON THE COAST OF CORNWALL: Chromolithograph, in handsome gilt frame, 30 by 19	22	8
ON THE IRISH COAST: pair to the above	22	8
ORPHELINE: engraving after Compte Calix, in gilt frame, 28 by 36, upright	45	0
THE SPRING OF LIFE: coloured engraving, in rich gold frame and mount 33, by 24, upright	65	0
LES FIANCES: engraving in gilt frame, 22 by 27, upright	30	0
LA REVERIE: engraving in gilt frame, 22 by 17½, upright	25	0
L'AURORE do. do. do. do.	25	0
CHANGING PASTURES: engraving after Rosa Bonheur, in flat polished oak and gold frame, 27 by 19½	18	0
THE HILL SIDE: Chromolithograph, in handsome gilt frame, 27 by 21	30	0
LA CIGALE: engraving in gilt frame, 22 by 15, upright	30	0
LA SOURCE: pair to the above, Rs. 30, or *per pair*	[illegible]	0
OU DIABLE VONT ILS? engraving after Compte Calix, in rich gilt frame, 27 by 21, upright	30	0

THACKER & CO.

NOTICES.

FOR SALE—MANILLA ROPE and other CORDAGE. Apply to

OWEN & OKELL,
Agents to Barton and Co., of Calcutta.

COPPER-PLATE PRINTING ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

WE DHOBIES of Bombay, Mahim, Coorla, Tanna, Maroul, Parel, Malabar Hill, Breach Candy, and Byculla, have determined and fixed the rate for washing clothes at the rate of RUPEES FIVE PER HUNDRED, on account of transferring the Dhobies' Lines to Breach Candy, which entails great trouble, loss of time and expense. We hope, therefore that the public will see the reasonableness of this extra charge that they are obliged to make.

Signed by all the Dhobies at a Public Meeting held on the 15th July 1877.

MESSRS. W. NICOL & Co.,

METAL MART & BYCULLA IRON WORKS,

AGENTS for Clayton and Shuttleworth's Portable Engines, J. and H. Gwynne's Centrifugal Pumps, Aveling and Porter's Steam Road Rollers, D. New and Co.'s Machine Tools, Val de Travers Asphalte Co., Silicate Paint Co., &c. Specialities from these Makers always available, also Fire Engines, Hand Pumps, Pipes, Engineers' and Contractor's Plant and Iron of all qualities.

Ornamental and general Castings, Forgings, Girders, Roofs, Cranes, Mortar and Soorkie Mills, and all classes of Ironwork executed with despatch under European superintendence at the BYCULLA IRON WORKS.

ALWAYS ON HAND, AT P. GRANT AND SON'S,

2, RAMPART ROW,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

JAFFER SULLIMAN'S BAZAAR.

SHOW ROOMS AT GIRGAUM AND HUMMUM STREET, FORT.

ALWAYS on hand, Furniture of every description, Glass and Crockery Ware, Cutlery, Harness, Saddlery, Carriages of every description, Horses, Guns, Pistols, &c., &c.

Also, all information given regarding buying and selling. Apply to

JAFFER SULLIMAN & Co.

NEW WATER-COLOUR DRAWINGS BY LOUIS FRANK.

POONA:—"View on the Moota Mulla."
„ "The Parbutty Lake."
MATHERAN:—"Porcupine Point."
„ "View near the Bund."
„ "Sketch near the Sanitarium."
MAHABLESHWUR:—"View from Arthur's Seat."
„ "Below the Yenna Falls."
BURMAH:—"Views on the Salween."

Also Sketches in the Scinde Valley, of Lanowlie, Malabar Point, &c., &c.

ESTABLISHED IN 1832.

BRISTOL'S SARSAPARILLA,

THE GREAT PURIFIER OF THE BLOOD.

A quick and certain cure for SCROFULA, RHEUMATISM, ERUPTIONS, and all kinds of diseases arising from impure blood and humor.

IT CANNOT FAIL

To effect a complete cure, if used a sufficient length of time

BRISTOL'S SUGAR-COATED PILLS,

GUARANTEED PURELY VEGETABLE.

Are the only Pills which contain LEPTANDRIN AND PODOPHYLLIN.

These two powerful antibilious plants are a sure cure for diseases of the Stomach, Liver and Bowels, Headache, Indigestion, Dizziness, Pain in the Side or Back, and especially BILIOUSNESS.

THEY ARE EASY TO TAKE.

IMPERISHABLE FRAGRANCE, MURRAY AND LANMAN'S CELEBRATED FLORIDA WATER,

THE RICHEST, MOST LASTING, YET MOST DELICATE OF ALL PERFUMES, FOR USE ON THE HANDKERCHIEF, At the TOILET, And in the BATH.

As there are imitations and counterfeits, always ask for the Florida Water, prepared by the Sole Proprietors,

LANMAN AND KEMP,
NEW YORK.

We warn the public against dangerous compositions made in imitation of the above Preparations and supplied from England and the Continent to the Indian bazaars.

Avoid imposition and exorbitant prices by applying to General Agents—Messrs. EWART, LATHAM & Co. Bombay; Messrs F. W. HEILGERS & Co., Calcutta; Sub-Agents—ESUFALLY HIPTULLA, No. 39, Pire Market near Juma Musjid, Bombay.

NOTICES.

A. DAVIS' SADDLERY AGENCY,

(OF 14, STRAND, LONDON.)

CASH PRICES.

Hunting Saddles	from Rs. 45 to Rs 50	0
Racing Saddles	Rs. 47	8
Side Saddles Nos 7 and 8	from Rs. 99 to Rs. 105	0
Single and Double Bridles with bits	from Rs. 14 to Rs 2	0
Single best Harness	from Rs 90 to Rs. 105	0
Single and Double Reins	from Rs. 10-8 to Rs. 18	0
Riding and Driving Bits	from Rs. 7-8 to Rs. 12	8
Riding and Driving Whips	from Rs 6 to Rs. 7	0
Fawn Suit Clothings, complete	Rs. 42	8
Linen Suit Clothings	Rs. 12	8
Steel Dog Couples	Rs. 2	12

Military Saddles, Bridles, Breast Plates, Wallets, Holsters, Hunting and Military Spurs, Patent Wheel Skates of sizes.

Leather and Canvas Courier Bags, &c., &c.

Leather and Canvas Courier Bags, Waterproof Saddle Covers, &c., &c.

Full Price List on application to

A. S. REUBEN,
32, Meadow Street.
Opposite the Currency Office.

THE EMPRESS SPINNING AND WEAVING COMPANY, LIMITED.

To be Registered under the Indian Companies Act of 1866, whereby each Shareholder's Liability is limited to the amount for which he has subscribed.

CAPITAL RS. 9,00,000, IN 1,800 SHARES OF RS. 500 EACH.

WITH POWER TO INCREASE.

Payment Rs. 50 per share on application and Rs. 50 per share on allotment, the remainder by Calls of Rs. 50 per share at intervals of not less than two months. If no allotment takes place, the deposit-money to be returned in full. Interest will be allowed on all shares paid up in advance.

DIRECTORS.

JAMES GREAVES, Esq., Messrs. Greaves, Cotton & Co.—(*Chairman.*)
R. E. BICKERDIKE, Esq., Messrs. Knoop & Co.
EMIL SPINNER, Esq., Messrs. E. Spinner & Co.
JOHN W. SCOTT, Esq.
FRANK CHALK, Esq., Solicitor.

BANKERS:
THE BANK OF BOMBAY.

SOLICITOR:
FRANK CHALK, Esq., 7, Church Gate Street, Bombay.

SECRETARIES AND MANAGERS:
Messrs. GREAVES, COTTON & Co., 7, Hummum Street, Bombay.

In the event of no allotment being made, the deposit money will be returned to each applicant in full.

Prospectuses and Forms of Application for shares may be obtained from the Bankers, the Solicitor, or the Managers of the Company.

The Memorandum and Articles of Association can be seen at the Office of the Managers.

Bombay, 1 th May, 1877.

VICTORIA COTTON GIN AND PRESS COMPANY, LIMITED.

NOTICE is hereby given, that the THIRTEENTH ANNUAL GENERAL MEETING of the SHAREHOLDERS will be held at the Registered Office of the Company, Amjud Bagh, Broach, on MONDAY, August the 6th, at 4 p. m., for the transaction of the following business:—

To pass the Accounts.
To declare a Dividend.
To elect Directors in place of those who retire.
To appoint an Auditor and fix his remuneration.

By Order of the Directors,
GREAVES, COTTON & Co.,
Secretaries and Managers.

Broach, 13th July 1877.

ALBERT GINNING COMPANY, LIMITED.

NOTICE is hereby given, that the SEVENTH ANNUAL GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, Amjud Bagh, Broach, on MONDAY, August the 6th, at 5 P.M., for the transaction of the following business:—

To pass the Accounts.
To declare a Dividend.
To elect Directors in place of those who retire.
To appoint an Auditor and fix his remuneration.

By order of the Directors,
GREAVES, COTTON & Co.,
Secretaries and Managers.

Broach, 13th July 1877.

ALFRED MILLS COMPANY, LIMITED.

NOTICE is hereby given, that the SIXTH HALF YEARLY GENERAL MEETING of the SHAREHOLDERS will be held at the Registered Office of the Company, Amjud Bagh, Broach, on MONDAY, August 6th, at 6 p. m., for the transaction of the following business:—

To pass the Accounts.
To declare a Dividend.
To elect Directors in place of those who retire.
To appoint an Auditor or Auditors and to fix his or their remuneration.

By Order of the Directors,
GREAVES, COTTON & Co.,
Secretaries and Managers.

Broach, 13th July 1877.

BY PERMISSION OF THE GOVERNMENT OF BOMBAY.

GRAND DRAWING OF PRIZES AT LANOWLEE, IN POONA DISTRICT.

31,000 Tickets, 2 Rupees Each.

400 PRIZES.

1 Prize—One large bungalow, tiled-roof, styled Lanowlee Hotel, proximate value Rs. 20,000, including land.
1 Prize—One Large Bungalow, Galvanized roof, styled Lanowlee Hotel, proximate value Rs. 18,000, including land.
1 Prize—One small Bungalow, tiled-roof, portion of the Hotel, proximate value Rs. 3,000, including land.

IN CASH.

1 Prize Rs. 2,000	4 Prizes Rs. 125	25 Prizes Rs. 20
1 Prize „ 1,000	5 Prizes „ 100	150 Prizes „ 10
1 Prize „ 500	10 Prizes „ 50	200 Prizes „ 5

The Bungalows are known as Lanowlee Hotel.

Agents are invited for Out-stations; liberal Commission will be allowed.

Tickets to be had at the undermentioned Agents.

For further particulars apply to

ARDASEER MERWANJEE,
Proprietor Lanowlee Hotel.

AGENTS:

1—Atmaram Sagoon, Esq., Bookseller, Kalbadavie Road.
2—Jehangier Burjonjee Karanee, Esq., Parsee Bazaar, Fort.
3—Nowrojee Cursetjee Karass, Esq., Parsee Bazaar, Fort.
4—R. F. Furtado, Esq., Catholic Bookseller, Kalbadavie Road.
5—Kakoobhai Puddumsey, Esq., near Crawford Market.
6—Merwanjee Framjee Postwalla, Esq., Bazaar Gate, Fort.
7—Francis D'Netto, Esq., Black Town, Madras.
8—Messrs. Framjee Nusserwanjee & Co., Neilgherry Hills.
9—Messrs. Darlington & Co., Calcutta.

COMMERCIAL INTELLIGENCE.

WEDNESDAY EVENING, 25TH JULY 1877.

THE Ministerial statement in the House on Monday night does not appear to have had any very special effect towards restoring confidence in commercial circles. Consols have certainly recovered from 94¼ to 94⅜ and French Rentes remain at 107½, but the produce markets have the same general tendency as on the previous day, and private telegrams, we learn, express a considerable amount of uneasiness regarding the future. Reuter reports Linseed quiet and Rapeseed firm, although the only change in quotations is a reduction of 1s. per quarter in the price of Ferozepore Rapeseed. Wheat, he also states, is 1s. per quarter higher and at the same time repeats the previous day's prices. We are inclined to think the latter correct as Tuesday's Wheat Market in Liverpool is only advised as steady in private messages.

Piece Goods in Manchester continue quiet but steady at former prices, and in the Liverpool Cotton Market, although said to close firm, the sales yesterday were only estimated at 8,000 bales and American cotton was very freely offered. Spot quotations show no change of any kind, but Good Ginned Broach, with the F. G. F. clause, ship named, via Cape is quoted at 5⅝d. per lb., a decline of 1/16d. from the last transaction advised.

In New York yesterday, ready Mid. Uplands was still quoted at 12¼ cents., but October shipment receded from 11 11/16 to 11⅝ cents., per lb. The receipts of Cotton at the U. S. ports to date are as follows :—

	1877.	1876.	1875.
Tuesday's Receipts......	600	800	200
Four days' do	1,400	3,000	900
Total since 1st Sept......	3,933,400	4,084,800	3,451,800

Coffee, in London, remains unaltered. Ceylon Coconut Oil is 5s. per ton higher. Cochin unchanged.

A withdrawal of £500,000 is reported from the Bank of England for Germany. In all probability this amount is in payment of silver sold by the German Government in London, but it is of course impossible to form any idea as to whether this represents present or past operations. Bar Silver Reuter now quotes at 54⅛d. to 54¼d. per oz., and we take it that the former figure represents sellers' the latter, the buyers' price.

At the usual weekly Board meeting of the Directors of the Bank of Bombay this afternoon, no change was made in the official rates of discount and interest.

The STERLING EXCHANGE to-day we have had the usual Wednesday's dulness, buyers and sellers alike being indifferent to business pending the result of to-day's biddings for Council drafts in London. The tendency of the market, however, was again [illegible] firm, and although not quotably higher, rates are well maintained. According to our latest here to-day, Council drafts are evidently expected to go about the same as last week, but should less be obtained the decline would probably be more than responded to here. We quote on London :—

Bank Bills, on demand ......1s. 8[illegible] to 15-16d. per Rupee.
Do. 6 months' sight ...1s. 9 3-16 to [illegible]
Credits ... 1s. 9 5-32 to 3-16d.
Documentary ... 1s. 9 3-16 to [illegible]

On Calcutta business is still being done in demand drafts at 3/16 per cent. premium, but 60 days' sight are quite nominal at 99 9/16.

GOVERNMENT PAPER is very weak with next to nothing doing, and except on the basis of the transaction reported yesterday, it is difficult to give quotations. We call : Fours, Rs. 86½ to [illegible]; Fours-and-a-half, Rs. 96¾ to Rs. 97; Fives-and-a-half, Rs. 102¼.

The SHARE MARKET remains dull and tending downwards. Bank of Bombays have receded to 42 per cent. premium. Land Companies are unchanged, and in Press shares the only alteration is a decline of Rs. 5 in [illegible]. Spinning and Weaving Companies there has been a shade better [illegible] Great Eastern have advanced Dhurrumsey [illegible] Mills Rs. 10 and Flemings Rs. 15 per share.

COTTON.—Notwithstanding the quieter appearance of the Liverpool Market and the consequent absence of demand for export, our market remains very firm at quite previous prices, the requirements of the local mills in the face of present reduced stocks being sufficient to support holders. Transactions in Wudwan, which would class about good fair, are reported to-day at Rs. 195 per candy half-pressed, and small lots of Compta about fully fair are being held for Rs. 200 per candy.

LINSEED is still firm at Rs. 6 10 per cwt. and RAPESEED at Rs. 7-12 to Rs. 8 per cwt., but supplies of the latter are insignificant.

WHEAT is advancing daily under the influence of the demand for the famine districts. Red Khundwa and descriptions in use per local consumption have advanced to Rs. 40 to 42, and best soft White suitable for export is now quoted at Rs. 38½ per candy, with little obtainable at that.

FREIGHTS are very quiet and by steamer for Liverpool, although the nominal quotation is still £1-17-6, Wheat relets have been offering at £1-16-3 per ton. By sail nothing doing.

PIECE GOODS are still depressed with no signs of improvement. Transactions have been quite of a retail character and there is no quotable change in prices.

COALS are very firm, sellers to arrive having apparently withdrawn from the market for the time being.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Noml. Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.		p. a.	
Agra Bank	100,000	100	all	6 p. ct	120
Bank of Bengal	40,000	500	all	6 do.	715
Bank of Bombay	20,000	500	all	10 do.	710
National Bank of India.	10,000	500	all	3 do.	108
Bank of Madras.........	60,000	250	all	10 do.	670

PRESS COMPANIES.

Akbar Cotton Press Co..	150	5,000	2,850	150 p.s.	1,200
Albert Co., Kurrachee..	200	2,000	1,100	150 do	970
Albert Ginning Co......	100	500	all	18 p.c.	650
Apollo Press Co........	750	2,750	2,200	32 p.s.	425
Bellary	175	1,000	all	60	705
Berar Company (New)..	155	500	all	40 p.s.	450
Indian Press Co........	1,000	350	all	42 do	225
Broach Cotton Co.......	400	250	all	10 do	90
Carwar Co..............	1,000	1,500	all	75 do	675
Colaba Press Co........	500	1,880	all	170 do	525
Dhollera P. and G. Co..	500	300	all	15 do	250
East India Press Co.....	352	1,000	all	100 do	880
Fort Press Co..........	50	8,500	8,250	50 do	1,150
French Press Co........	300	500	all	35 do	325
Imperial Press Co......	1,150	..	1,400	100 do	300
Mofussil Press and Ginning Co..........	3,125	400	350	25 do	355
Prince of W. Press.....	120	..	1,500	250 do	455
Sassoon's Press Co.....	600	500	all	50 do	390
Scinde Press Co........	400	850	750	67½ do	515
Scinde & Punjaub Cotton Press Co., Ld....	100	1,000	925	165 do	1,150
Victoria Cotton Gin and Press Co..........	150	850	all	12 p.c.	600 nl.
Volkart's United Press Co.	450	1,000	1,000	75 p.s.	650

SPINNING AND WEAVING COMPANIES.

Albert Mills	400	2,000	1,700	..	1,760xd.
Alexandra S. and W. Co.	750	1,250	all	50 p.s.*	1,275
Alfred Mills Co........	250	1,000	1,000	80 p.s.	1,300
Alliance Spinning......	500	2,500	all	125 p.s.	2,510
Anglo-Indian S. and W. Company	30,000	100	90	..	82
Bhownuggur M. and P. Company	300	2,000		40 p.s.	1,175
Bombay United.........	900	1,000	all	60 p.s*	1,170
Bombay Hemp and Jute Mill Company......	2,000	300	all	..	275
Broach Mills	1,800	150	all	10 p.s*	145
Colaba S. and W. Co. ..	900	1,000	all	40 p.s*	920
Coorla S. and W. Co. ..	1,000	1,000	all	..	1,070
Central India S. and W. Company	2,500	500	450	..	690
Dhurumsey Spinning ..	3,000	2,000	all	59 p.s*	1,155
Fleming S. and W. Co..	1,500	1,250	all	50 p.s*	1,265
Great Eastern..........	1,400	1,000	all	80 p.s*	1,160
Hindustan S. & W. Co..	875	1,000	all	40 p.s.	1,130
Hydrabad S. and W. Co.	700	1,000	1,000	..	790
Jewraj Balloo Mills	780	1,000	all	55 p.s*	1,075
Khandeish Spinning ..	750	1,000	all	60 p.s*	1,315
K. Muccoojee S. & W. Co.	1,000	1,000	all	30 p.s*	1,000
Madras Spinning	800	1,250	all	Nil	1,100
Madras U. Spinning....	425	1,000	all	80 p.s*	1,340
Manchester & Bombay S. and W. Co.	30,000	50	50	..	50
Mandvie S. and W. Co...	1,200	500	all	..	430
Manockjee Petit's......	2,500	1,000	all	100p.s*	1,375
Morarjee Spinning	1,043	1,000	all	70 p.s*	1,415
Mazagon S. and W. Co..	2,000	5,000	..	..	325
National S. and W. Co. of India.............	950	1,000	all	..	1,025
Neriad S. and W. Co....	400	1,000	all	..	910
Nicol Press Manufacturing Co., Ld.......	600	2,000	all	..	1,000
Nursey S. and W. Co....	2,500	400	all	..	390
Oriental	1,000	625	all	50 p.s*	815
Prince of Wales Spinning	600	1,250	all	..	1,260
Sassoon S. & W. Co.....	1,500	2,000	all	..	965
Soonderdas Spinning ..	650	1,000	all	50 p.s.	1,060
Do do. ½ Share..	500	1,000	250	125 p.s.	200
Sholapore S. and W. Co.	500	1,000	all	..	1,050
Victoria Mills	550	1,000	all	..	850

*For Share for the half-year.

LAND COMPANIES.

Colaba Land Co. (New).	3,948	2,000	all	25	995
Frere Land and Pier Co. Limited............	17,500	150	all	..	115
Mazagon Land	1,750	2,000	1,000	20 p. s.	625
Fort Canning Land Company, Limited.........	5,000	1,400	all	10 do.	240

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock........	..	£20	218·3·0	5 p. c.	276
Do. New £20 Shares....	..	£20	130·14·6	do.	26
Ditto	..	£20	65·7·3	do.	72
Ditto	..	£20	21·18·1	do.	32
B. B. and C. I. Ry. Co.	..	£100	1,000	do.	1,100
Do. New Shares..	..	£18	196·5·15	do.	245

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	202½ p.s.	1,940
Bombay Gas Company..	50,000	50	all	7½ p. ct	85
Bombay Saw Mills Co...	600	1,000	all	80 p.s.	650
Landing and Shipping Co. of Kurrachee, Ld.	500	500	300	36 p. s.	275
Malabar Company, Ld..	1,150	200	100	7½ p. ct	70
Mechanics' Buildings Co.	1,000	500	all	.. p. s.	25
Treacher and Co.	1,930	500	all	11 p. ct	490
Viegas Patent Slip Co..	3,000	250	all	6 p.	30

SHIPPING INTELLIGENCE, AND LISTS OF PASSENGERS BY SEA.

THE P. and O. Co.'s s. s. MEDINA, 523 tons, Captain E. C. Russell, arrived in harbour yesterday from Calcutta, (July 8th), via Trincomalee, Galle, and Tuticorin, with a general cargo.

THE B. I. S. N. Co.'s s. s. EUPHRATES, 500 tons, Captain J. Shiell, sailed yesterday for Persian Gulf via Kurrachee, with a general cargo, and the following passengers:—Lieut. W. P. Robertson, Mrs. Miller, and eight deck passengers.

ARRIVALS.

July.	Vessels.	Commanders.	From.
25	Medina (s)	Russell	Calcutta, July 8.
	Siam (s)...............	Haselwood ..	Suez, July 13.

DEPARTURES.

July.	Vessels.	Commanders.	Destination.
25	Cumberland	Farquhart ...	Moulmein.
	Euphrates (s)	Shiells	P. Gulf via Kurrachee.

The Steamer Medina, to Coast and Calcutta, was entered out for loading yesterday.

CALCUTTA.

ARRIVALS.

July
20 Malwa (s)............Tomlin ....Southampton, June 14.
West Stanley ....Runciman......Madras, July 16.
Swaledale (s) ....Deuce............Liverpool, May 10.

DEPARTURES.

July.
20 Argyll (s)...........
Japan (s) ....
Paladin (s) ....
Sea Gull ....

PASSENGERS ARRIVED.

The following passengers have arrived per s s Malwa :—Mr A Parker, Dr R Chapman, Dr W Holman, Mr H P Campbell, Mr Donaldson, Miss Bull, Mr Abdul, Mr Hickman, Mr Bennett, Mr Sutherland, Lt Pasroe, Capt and Mrs Cole.

MADRAS.

ARRIVALS.

July.
22 Souvenir .... Moulmein.
Chanda(s)............ .... London.

DEPARTURES.

July.
19 Rajpootana(s)......... .... Bombay via S. Ports.
23 Hougoumont .... Pondicherry.

PASSENGERS SAILED.

Per s s Rajpootana—From Madras to Galle, Lieut Co Nepean and Miss Whannell.

ADEN.

ARRIVALS.

June. 6 Bangkok, ss, Brown, from Sea.
23 Ellerslie. ship, Mowet, from Cardiff.
25 Kwang Tung, I G S, Campbell, from Perim.
July. 3 Dupleix, ss, Monge, from Mauritius.
6 Gladys, ss, Brittain, from Cardiff.
8 Java, ss, Cotton, from Kurrachee.
8 Curcoof, F G boat, ——, from Bourbon.
10 Sphinx, ss, Zurich, from Bombay.
10 Essex, barque, Peterson, from Zanzibar.
10 Trinacria, ss, Hatchison, from Bombay.
11 Stad Haarlem, ss, De Boer, from Amsterdam.
11 Assiria, ss, Bozoni, from Genova.
11 Peshawar, ss, White, from Southampton.
11 Salwey, ss, Leisk, from Busorah.
12 Queen Margret, ss, Butler, from Calcutta.
12 Sumatra, ss, Caboara, from Bombay.
12 Luise, G M War, Tietmier, from Batavia.
13 Naples, ss, Eaton, from Cardiff.
13 Irrawaddy, ss, Gauvain, from Marseilles.
14 Helois, ss, Smith, from Kurrachee.
14 Mansoura E. ss, Lutfie, from Berbara.
14 Marina, ss, Ramsay, from Bombay
15 Java, ss, Cotton, from Gardafui.
15 Cairnsmuir, ss, Spowart, from Hankow.
15 Nizam, ss, Barlow, from Bombay.
15 Khasgar, ss, Baker, from Hongkong.
16 Childwall Hall, ss, Tergarthen, from Bombay.
17 Copia, ss, Tucker, from Kurrachee.
17 Amazone, ss, Champenois, Shanghai.
18 Drenth, ss, Kramers, from Rotterdam.
18 Mongolia, ss, Coleman, from London.

DEPARTURES.

10 Java, ss, Cotton, for Gardafui.
11 Sphinx, ss, Zurich, to Trieste.
11 Trinacria, ss, Hatchison, to Liverpool.
11 Peshawar, ss, [illegible]
11 Salwey, ss, [illegible]
11 Gladys, ss, Brittain, [illegible]
11 Stad Haarlem, ss, [illegible] Batavia.
12 Queen Margret, ss, [illegible]
12 Curcoof, F G [illegible]
13 Assiria, ss, [illegible]
13 Sumatra, ss, [illegible]
13 Irrawaddy, ss, [illegible] Shanghai.
14 Helois, ss, Smith, [illegible]
14 Marina, ss, [illegible]
15 Kwang Tung, [illegible] Campbell, to Gardafui.
15 Dupleix, ss, [illegible] Mauritius.
15 Luise, G M War, [illegible]
15 Cairnsmuir, ss, Spowart, to London.
15 Nizam, ss, Barlow, to Venice.
16 Childwall Hall, ss, Tergarthen, to Liverpool.
17 Java, ss, Cotton, to London.
17 Copia, ss, Tucker, to Liverpool.
18 Amazone, ss, Champenois, to Marseilles.
18 Drenth, ss, Kramers, to Batavia.
Mongolia, ss, Coleman, to Calcutt.

VESSELS IN HARBOUR.

Bangkok, ss, Brown, from Sea.
Ellerslie, ship, Mowet, from Cardiff.
Essex, barque, Peterson, from Zanzibar.
Naples, ss, Eaton, from Cardiff.
Mansoura E, ss, Lutfie from Berbera.
Khasgar, ss, Basker, from Hongkong.

The British India S. N. Co. S. S. Cashmere, Captain Crowder, was totally wrecked at 8 p. m. on the 5th July about 5 miles South of Cape Gardafui Seven passengers and the 2nd officer were unfortunately drowned. The Captain, Officers, and Crew were rescued on the 10th Instant by the S. S. Queen Margret and brought safely to Aden. On learning that a steamer was reported on shore of Gardafui The British India started the Java in search which vessel only returned on the 15th.

DAILY IMPORTS.—JULY 25.

FROM LIVERPOOL.

Nellie Martin s—202 bundles hoop iron, Abdool Hoosein Heptoola and Co.

FROM LONDON.

Marlborough—9 cases toys, Bell Brandenburg and Co ; 200 cases beer, Finlay, Scott and Co ; 5 hogsheads port wine, Jamsetjee Nowrojee ; 18 cases glassware, Merwanjee and Co.
Cheops s—100 cases candles, Eduljee Pallonjee Bottlewalla ; 10 runlets tar, Abdoolhoosein Jewanjee.
Peshawar s—12 cases copper sheets, Punnett and Co.

FROM NEW YORK.

Lady Gertrude—6,000 cases spirit turpentine, Bell, Brandenburg and Co.

DAILY EXPORTS.—JULY 25.

FOR LIVERPOOL.

Thibet s—100 bales wool, Goculdass Toolseedass ; 25 bales wool Goolam Hoosein Parpia ; 300 cwts wheat, J C Bushby and Co.

FOR LONDON.

British Princess 38 cwts gum and 14½ cwts olibanum, Luckmedass Toolsidass.
Australia s—400 cwts wheat, W and A Graham and Co ; 5 cwts E teeth, munishunker Hurrishunker ; 5½ cwts E teeth, Currimbhoy Alloobhoy ; 262½ cwts coffee, Nursee Khuttow ; 23½ cwts heerabole and 5 cwts olibanum, Dattoobhoy Dossa ; 6 bales wo olen rugs, H Pestonjee ; 4 bales carpet, Choonilal Munmohundass ; 5 cases fishmaws, Joomabhoy Laljee ; 11 cases fishmaws and 60 cwts B horns, Rajun Ajoo ; 1 case shawls, Finlay, Muir and Co ; 8 bales skins, W Nicol and Co ; 16 bales skins and 12 bales hides, F M C Aboo Sally and Co ; 24 bales hides, Hajee Essa ; 3 bales hides, Bawanjee Vullibhoy ; 14 bales hides, Hassum Woomer ; 29 bales hides and 24 bales skins, C M M Mustan and Co ; 1 box woolen chaders, Hajee Harroom Hajee Adam ; 7 bales skins and 3 bales hides, Syed Ebrahim Shaw Peer Momed and Co 12 cases matter of pearl shells, Joomabhoy Lalljee ; 202 package colombo roots, Mooljee Anundjee.

FOR HAVRE.

Queen of Cambria —12 bags coffee, James Mackintosh and Co ; 4,017¾ cwts linseed, Ralli Brothers.

FOR CALAIS.

Thibet s—150 bales cotton, Peel Cassels and Co.

FOR HONGKONG.

Lambardy s—20 b les twist, Goolam Hoosien Jon Mahomed.

FOR CALCUTTA.

Medina s—10 bales cotton, Anderson and Co.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON VIA CANAL.

2298 Australia (s), Murray—Mails.

FOR LONDON.

1492 British Princess, Johns—F. Scott & Co.

FOR VENICE.

1671 Thibet (s), Torback—Mails, 3rd August.

FOR HAVRE.

865 Queen of Cambria, Parry—Owen & Okell.

P. GULF VIA KURRACHEE.

863 Craigforth (s), Farmer—The Captain.

FOR CALCUTTA.

1378 Atmosphere, Wright—Pelly & Co.
1060 Carrie Humphrey, Grozier—Tudor & Co.

FOR HONGKONG.

2750 Lombardy (s), Hall—P. and O. Co.

FOR CARWAR.

490 Black Watch, Kernish—W Nicol & Co.
706 Koina (s), Morrison.

FOR CALCUTTA AND TUTICORIN.

1293 Winged Hunter, Panno—The Captain.

FOR ROTERDAM.

1080 Glandinorwig, Lewis—The Captain.

FOR VINGORLA AND SINGAPORE.

593 Rehemany, Milne.

FOR JAVA.

1296 Almoor, Evans—Killick, Nixon & Co.

FOR CALAIS.

1145 Europa, Theren—Volkart Brothers.
1239 Magdala, Jones—Pelly & Co.

FOR GENOA, &c.

1135 Assiria (s), Bosellie—C. Grondona.

NOT FIXED.

1588 Alexander Yeats, Dunham—Finlay, Muir & Co.
1236 Annie Frost, Welbourne—The Captain.
1176 Anne Royden, Thomas—Killick, Nixon & Co.
1549 Ajax (s), Kidd—(put in this harbour for repair, shaft (broken.)
1092 Berteaux, Post—The Captain.
1047 Bean Monde, Hawkins.
1556 Cumberland, Farquhar—The Captain.
1238 Cashmere, Thomson—Volkart Brothers.
1303 Duncairn, Chambers.
1461 Earl of Zetland, Burns—Finlay, Muir & Co.
1459 Frank Carvill, Prendergast—G. Wyllie & Co.
1253 Golconda (s), Seaton—P. and O. Co.
1305 Glee Maiden, Cummins—N. Manuckjee & Co.
1293 H. H. McGilvery, Blake.
810 Inveranon, Thomas—Finlay, Muir & Co.
422 Jane Avery, Dodds—Finlay, Muir & Co.
1395 Lucy A. Nickels, Nickels—The Captain.
500 Lady Gertrude, Veysey—Bell, Brandenburg & Co.
899 Marlbrough, Sampson—W. Nicol & Co.
548 Mula (s), Doert.
1119 Orissa (s), Seaton—P. and O. Co.
1392 Premier, Meljilvey—The Captain.
966 Sheila, Mosher—The Captain.
1080 Vixen (s), O'keef.
1295 Whittier, Swap—The Captain.

COUNTRY TRADES.

534 Bushire Merchant, Nacoda.
91 Emanuel, Nacoda.
310 Fathe Sultan, Nacoda.
155 Keerat Roodrin, Nacoda.
110 Mahi, Nacoda.

ROYAL NAVY AND BOMBAY MARINE.

700 Arab, Broughton.
874 Abyssinia (s), 4, James—(Harbour Defence.)
800 Hugh Rose (s), 3, Downing.
107 Magdala (s), 4, James—(Harbour Defence.)

HIGH COURT.—JULY 26.

(Before the Honourable SIR CHARLES SARGENT.)

FOR JUDGMENT.

228-76—Prescot and Winter—A Buchanan and others vs Abdool Rahimon Allarakia—Craigie, Lynch and Owen.

LONG CAUSES.

660-76—In person—R E Sanker vs Nenbai—Tyabjee and Sayani —Part heard.
424-76—Lynch and Tobin—Mahomed Esmael vs Meer Goolam Baba Khan and others—Tyabjee and S—Part heard.
128-76—Lynch and Tobin—The L B and M Bank Ld vs Nundram Beharimull—Tyabjee and Sayani.
337-76—Shamrao P—Rao Bhadoor Madan Shrikrishna vs Rajoo Balloo—A. F. Turner.
571-75—Mr Fletcher—Soondrabai widow vs Veera Ooka and others—Tyabjee and Sayani.
28-77—Janardhun and Ghandbibhoy—Dayabhoy Tribhowandass vs Munjee Russool and others—Khunderao Morojee.
66-76—Jefferson and Payne—Shewlalgur Suntookgur vs Muggon Girdhur—Rimington, Hore and Langley.
453-75—Balkrishna and B—Chaganlall Wishwanath vs Motiram Damodhur and others—F Chalk.
654-75—Ardaseer and Hormusjee—Framjee Cursetjee D vs Pestonjee Nanabhoy and others.
401-77—Lynch and Tobin—The Revd J Martin and others vs Nursinglall Maharaj—Rimington, Hore and Langley.

(Before the Honourable MR. JUSTICE GREEN.)

LONG CAUSES.

317-77—Hearn and C—Cassibai vs Withuldas Muncharam—Lynch and Tobin and Rimington, H and L.
12-77—Craigie, Lynch and Owen—The Hon J Marriott. Acting A. G., vs Shri Lalmonjee Maharaj—Prescot and Winter and Crawford and Boevey.
15-77—Hearn and C—Casibai vs Abdool Rahimon Moosharee—Shamrao Pandoorung.
310-77—Hearn and C—A G Latham vs Maneck Bhimjee and another.
306-76—Mr Fletcher—Radhabai vs Nagjee Jaitha and another—Shapoorjee and T.
237-77—Prescot and W—Thucker Damodhur vs Thucker Purmanundass.

(Before the Honourable MR. JUSTICE KEMBALL.)
For Investigation under Sec. 305 of Act VIII. of 1859.

In person—Sindee Kurrunanee Goolam Ally vs Memon Abdoola Allarakia.

LONG CAUSES.

246-77—F Chalk—Premdas Toolseydass vs Khimjee Jairam—Fletcher and Smith.—Part heard.
178-77—Mr Bicknell—Dulputbai Bhugoobhai vs Mahomed Hajee Ally—Jefferson and Payne.
292-77—Shamrao P—Soonderbai and others vs Anandrao D and others—Hearn and C—In person.
347-77—Hearn and C—Goolbai vs Maneckjee Limjee Maneckjee —Ardesir and Hormusjee.
388-77—Jefferson and Payne—Ramnarayen Dayaram vs Vithuldass Wala and others—N N Kothare.

(Before the Honourable MR. JUSTICE ATKINSON.)

LONG CAUSES.

568-76—Jefferson and Payne—Hajee Esmail Seedik and others vs Shamjee Poojani and others—Tyabjee and Sayane—Part heard.
332-75—Crawford and Boevey—Fatmabai vs Adam Ahmed and others—Jefferson and Payne
268-77—Muljee and Bomonjee—Muljee B Bharbhoya vs Moses Rewbin R—Balkrishna and B.
472-76—Jefferson and Payne—William Nassau Lees vs Mathias Mull—In person.

MILITARY INTELLIGENCE.

ARRIVALS.—JULY 24.

Meckler, Sub Lieut, Madras 35th Regt N I, on leave, from Poona.
Russell, Col, Bengal Ins Genl of Ord, on leave, from Simla.

JULY 25.

Playfair, Lieut Col, Madras Staff Corps, on furlough, from Kamptee.

DEPARTURES.—JULY 25.

Meckler, Sub-Lieut, Madras 35th Regt N I, from leave, to Secundrabad.
Robertson, Lieut, Bombay R A, from leave, to Jacobabad.
Repton, Major, Bengal Staff Corps, to join, to Hoshangabad.

BOMBAY ARMY ORDERS.

Poona, July 25.

Sub Lieut C R Phillips, 15th Foot, probationer Staff Corps, to be wing officer 8th N I.
Major C W Yonge to be offeg wing commander 5th N I.
Lieut E Cassan, R A, doing duty at Bombay, to rejoin his battery at Mhow.
Lieut T Mathew, offeg commandant No 1 Mountain Battery, 30 days' leave to Bombay preparatory to obtaining med certificate for leave to Europe.
Capt C D Ballie, 2nd Foot, leave to England to appear before a medical board.
Major R L Dashwood, 15th Foot, do. do.
Surg Trevor leave to England, do. do.

POSTAL NOTICES.

OVERLAND MAIL.

The Overland Mail Steamers of the P. & O. S. N. Company leave Bombay every Friday noon after [illegible] p.m., and the following are the hours for closing the Mails :—

Letters will be received at the General Post Office up to 3-30 p.m.
Newspapers, Books, and Patterns up to 1-30 p.m.
Registered Letters up to 1 p.m.
Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 1 and 3 p.m.
Late letters, if fully pre-paid by means of stamps in respect both of postage and of the late letter fee (2 annas each), will be received at the Wellington Pier Post Office from 3-30 to 4-30 p.m.

The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 3 p.m. and registered letters at 1 p.m.

Fully pre-paid letters will be received on board the Overland Mail Steamer after 3 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of 4 annas. All others will be refused.

DESPATCH OF INLAND MAILS FROM BOMBAY.

No after packet, will be made up at the General Post Office, and the times for posting are given in the subjoined table.

A Post Office is established at the Boree Bunder Railway Station, where Letters and Papers, too late for the Mail closing at the General Post Office, will be received without fee up to 5 minutes of the departure of Trains.

No Letters or Papers can be posted in the Railway Carriage Letter Box.

Latest hour for Posting

MAILS.	At General Post Office. Ordinary Letters and Papers.	At General Post Office. Registered Letters & Parcels.	At Branch Post Offices.	At the Boree Bunder Railway Station Post Office.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway	4-50 P.M.	3 P.M.	3 P.M.	5-25 P.M.
For all Post Towns on the S.E. Line of the G. I. P. Railway, for Poona and Madras Presidency ; also for Ahmednuggur, Sevroor, Deccan, and S. M. Country ...	1-20 P.M.	12 NOON.	11-30 A.M.	1-55 P.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattywar, and Kutch	4 A.M.	4 P.M. of previous day.	5-30 P.M. of previous day.	...
For ditto in Southern Concan, i. e., for Pen, Nagotna, Mahad, Khed, Dapoolee, and Rutnagherry	10 A.M.	Do.	8-30 A.M.	...
For ditto on the S. E. Line of the G. I. P. Railway as far as Poona. Uran and Panwel	5-30 A.M.	Do.	5-30 P.M. of previous day.	...
For Post Towns on the G. I. P. Railway, Shahapur, Kasara, Igatpori, Deolali, Nasik, Manmad and Nandgaon	7 A.M.	Do.	Do.	...

Registered letters and banghy parcels for despatch by all mail are received, except on Sundays, from 10 A.M. to 4 P.M.

CALENDAR.—JULY—AUGUST 1877.

PHASES OF THE MOON.

Last Quarter......................... 2nd, 3h. 12·0m. p. m.
New Moon............................ 9th, 10h. 8·3m. a. m.
First Quarter ....16th, 3h. 19·2m. a. m.
Full Moon .... 24th, 4h. 1·9m. a. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
July.		H. M.	H. M.	H. M.	H. M.
Th. 26	......	5 36	6 36	0 22 a	5 45 m 6 30 a
Fri. 27	......	5 37	6 36	0 12 m 0 49 a	6 18 m 6 58 a
Sat. 28	......	5 37	6 36	0 44 m 1 17 a	6 49 m 7 29 a
Sun. 29	Ninth Sunday after Trinity............	5 37	6 35	1 18 m 1 42 a	7 19 m 7 57 a
Mon. 30	......	5 38	6 35	1 53 m 2 12 a	7 53 m 8 31 a
Tues. 31	English Mail Expected	5 38	6 35	2 34 m 2 39 a	8 30 m 9 24 a
August. Wed. 1	Lammas Day............	5 38	6 34	3 19 m 3 9 a	9 9 m 9 42 a

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THE proposed RAJKOT EXHIBITION will be OPENED on the 15th August 1877 and CLOSED by the end of that month. ADMISSION FREE.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS: THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

CANDY—July 21st, at Rajkote, Kattywar, the wife of E. T. Candy, C. S., of a daughter.
DURAND—July 21st, at Neemuch, the wife of Major A. Durand, 10th Regiment Bombay Light Infantry, of a son.
HUTCHINSON—July 24th, at Poona, the wife of Captain H. S. Hutchinson, of a son.

OTHER PRESIDENCIES.

DEATHS.

ARNOTT—July 17th, at Chakrata, the wife of Lieut N Arnott, R. E. (prematurely,) of a daughter, still-born.
CLARKE—July 13th, at Naini Tal, the wife of Major H. Stanley Clarke, Madras Staff Corps, of a daughter.
LEGGATT—July 18th, at Bellary, W. F. W. Owen, aged five months, the youngest child of Col. E. O. Leggatt.
MASON—July 20th, at Ranipett, of cholera, Mr. Ernest Mason, in charge of Relief Camp, aged 25.
O'CONNELL—July 21st, at Bangalore, Bessie Anne, the beloved daughter of Mrs. and Mr. T. J. O'Connell, aged 4 years and 11 months, of concussion of the brain and fracture of skull.
POKE—July 24th, at Kirkee, the wife of G. H. Poke, of a son.

MARRIAGES.

WEIR—FERRELL—July 18th, at Kirkee, by the P. Fasum, youngest daughter of Mr. George Vivian Ferrell, to William Weir.

The Bombay Gazette

THURSDAY, JULY 26, 1877.

IT will be observed that our regular London correspondent speaks in his letter by this mail of the expenditure of the money the Government intends to get a vote of credit for as already going on. Another well-informed correspondent writes to us that the money required has been advanced by Rothschilds.

IT has very often been suggested as a specific for our Indian Army gangrene that native regiments should be given one or two European companies. It is thought by some people that if Government gave a couple of European companies—say 200 men—to every native regiment in the service, there would be little difficulty in stepping over such military stiles as bad native commissioned officers, bad native non-commissioned officers, barbarous ignorance on the part of the sepoys themselves, and, last not least, the want of European officers in the native portion of the regiment. Now, we are no great admirers of "judicious mixing"—unless in toddy. The idea is plausible enough, because something very like it has actually been tried with success in other days when 200 Europeans or so were allotted in the early wars of the English in India to a thousand or so of sepoys, the whole acting in brigade in a numerically small force under the command of an able Brigadier General, but we cannot think it suited to the exigencies of these times, or, indeed, to any other circumstances than those of active warfare.

It would not suit to nix up Europeans and natives in the proportion of 200 of the first to 800 of the latter in one regiment in cantonment, because, for one reason, there would be no common motive such as the excitement of active service to cause the two services to fraternise, and, for another, there would be the danger of the Europeans becoming contaminated with the military vices belonging to sepoys, and of the latter being infected with those peculiar to Europeans. Drunkenness is the bane of the European Army in India, laziness and intrigue that of the Native Army, neither would do well to copy the faults of the other, as would be the case without doubt if they were both mixed up together under one set of officers. We think it is in General Sleeman's work of "From Cadet to Colonel" that a very remarkable instance of fraternity between sepoys and European soldiers is mentioned. The 13th Regiment of Foot and a Bengal regiment of native infantry went through the Afghan campaign as sworn brothers. There was the same *camaraderie* in the two corps as if they had been both native or both European, and this precedent might lead one only superficially acquainted with the economy of both services to imagine that benefits must accrue from mixing European and native soldiers in one regiment. But there is a vast difference between the dull monotony of cantonment life in India and the stirring scenes and brisk activity of war. The *camaraderie* we speak of would be improbable, if not impossible, in garrison in time of peace, and the unfortunate commanding officer of a mixed regiment would find his life a burden in either striving to elevate the native up to the discipline of the European, or in endeavouring to restrain the European from sinking to the level of the native. Between two stools he would fall to the ground, and, as everything in a regiment depends upon the character of the commanding officer, it would be hard to consider the regiment efficient where its commandant was perplexed. We fully believe that it would be advantageous to India in many ways if she could become possessed somehow or other of a local European army of her own, but we cannot think that the best way of attaining this desideratum is to nix up Europeans and natives in one regiment to the detriment of its usefulness as a whole. The European and the native character are so totally dissimilar that an amalgamation of the races can be attended with no good results from a military point of view ; but there is good sense in another suggestion often urged—of brigading European and native regiments together as much as possible. This is another affair altogether. The native corps is stimulated to achieve its own efficiency by the example of the other, and we daresay that every officer in the service must have often noticed the falling off in smartness there is in a native regiment's *ensemble* when it goes from the head-quarters of a division to some single station up-country. The two services ought, in our opinion, to be kept distinctly apart so far as their regimental economy is in question, but in brigade we would bring them together as much as possible, because in war they will have to be accustomed to act together.

We may here recur again to the desirability of making the Native Army an English speaking army. If English was the language of the lines there would be far more fraternity between the European and the native soldier than there is at present, and better co-operation on active service. The English soldier, being unable to make himself understood in Hindustani, is at no pains to cultivate an acquaintance with his native fellow soldier, and the sepoy, knowing nothing of the other's language, English, accredits him with many violent and even hateful qualities he does not possess. Mutual misapprehension gives birth to mutual coldness, if not dislike, but if sepoys and soldiers spoke a common language, and that language English, we believe all misunderstandings would soon disappear, to the great comfort of any general who has to command a mixed force in the field against some common enemy. As to the smartness produced in the native soldier by an acquaintance with English, that goes without saying. Every one knows how much more useful an English speaking "boy" is than a Hindustani speaking "boy," and the rule that applies to our domestic servants is equally applicable to sepoys—in fact, the sepoy who *thinks* and talks in English is worth a dozen of the kind that is aboriginal all over.

If it is desired to maintain in full force all that troublesome love of intrigue, excuses for shirking fair duty, and suspicion of the motives of his officer in every order, which go to make up the very worst faults of the native soldier, we could not do better to attain that end than encourage him to think his own language and literature better than our own. If it is desired to improve the man as a soldier and to make him trustworthy in any circumstances or temptation, the best thing we can do is to teach him English. We have so often remarked the very superior intelligence of the English-speaking English-reading native officer, non-commissioned officer, and sepoy to his fellow who can only speak and think in the vernacular, that we are confident we do not exaggerate the importance of the step we recommend, and which novelty could be easily introduced to the Native Army without offence. The days of the Englishman who made India his home have gone by. No longer do we see Englishmen wedding with native women and talking the *bat* of the country like natives. But we want that class of officer if we are to keep up Hindustani as the language of regiments. The "cram" Hindustani of the present time is a stumbling block to officers and men, and places the officer at a disadvantage in conversation with his inferiors. Twenty or thirty years ago it was all very well to defer to the native soldier's conceit so far as to make his language a medium for the conduct of all duty or conversation, but it is no longer necessary or advisable to do this. On the contrary, it is desirable to make the people of India as English in speech and thought as we can, and the army offers one of the easiest fields for the cultivation of that desideratum.

THERE can be no doubt that the resolution passed at Tuesday's meeting of the Bombay Town Council marks a distinct advance towards the provision of a complete system of drainage for Bombay. Nothing could be more gratifying than the readiness shown by the native members of the Council to incur, if necessary, the disagreeable responsibility of imposing fresh taxation in order to remove from the city the reproach that no resolute attempt has yet been made by the Municipality to deal with the problem of removing the sewage out of the island. It may fairly be hoped that a scheme of main drainage can be executed without creating a necessity for additional taxation ; but the determination expressed by Mr. Dossabhoy Framjee, the Hon. Mahomed Ali Rogay, and Mr. Raghunath Narayen Khote to get the work done no matter what it might cost is creditable to their public spirit and intelligence. We have no reason to suppose that those native members of the Town Council who were unfortunately absent from Tuesday's meeting are at all less well-disposed than these gentlemen towards the project of giving Bombay a thoroughly efficient system of sewers ; and even Mr. Nowrojee Furdoonjee, whom the Chairman twitted with his excessive passion for retrenchment, declared in his speech that he was "prepared to vote for a complete and well-considered scheme for the drainage and sewerage of "Bombay, if it fulfils the conditions of certainty "and economy." These conditions of course are hard to satisfy, but we may take it for granted that Mr. Nowrojee will vote for granting funds to enable the Municipality to carry out any really good scheme. As regards, therefore, the urgent need for this work, and the obligation the city lies under to find the money for it, the Town Council may be said to be practically unanimous, and their opinion will of course carry great weight with the Corporation. The discussion showed, however, that conflicting views are entertained by different members of the Town Council as to the exact nature of the remedy required for an acknowledged evil. Dr. Blaney, whose opinion on such a subject is entitled to respect, both on account of his long experience of Bombay and the great care and conscientious zeal with which he studies to promote the public welfare, has taken up the position, from which nothing can move him, that no night-soil should be put into the sewers, and he on Monday actually hazarded the assertion that sewerage alone is injurious to public health. This assertion is opposed to all experience of the lowered rates of mortality in the well-sewered towns of England ; and we imagine that it might be easily disproved by any one who consulted the reports of the Registrar General since the completion of the drainage of London, if those interesting essays on public health were available for reference in Bombay. At all events, it is for Dr. Blaney to prove his startling proposition, and we do not think any dispassionate critic will consider that the statistics he brought forward in his speech on Monday were worth much for this purpose. The general feeling of the Council was, and probably that of the public will be, that it is not worth while to undertake any drainage scheme unless the sewers are intended to carry away the night-soil as well as the liquid sewage; for it is only the constant and obtrusive presence of the night-soil in the midst of and all around the city which has forced everybody to admit that sewers ought to be constructed. The discussion has also done good in bringing out very clearly the strong and wholesome repugnance generally entertained to the repetition of experiments for the treatment of sewage by any chemical process, for the purpose of removing its offensive and preserving its valuable qualities, within the limits of the island of Bombay. Mr. Walton surprised the Council, in his latest Drainage Report, by suggesting that 700 acres of ground on the Flats might be set apart for the treatment of sewage by what is known as Hille's process ; but, in justice to Mr. Walton, it should be mentioned that he only recommended the adoption of this process "if the report" he quoted of its working "is accurate," and we know by experience that a very large margin indeed must be allowed for exaggeration in any reports which maintain the perfect innocuousness of processes for the deodorisation of sewage. It is clear that nothing of the kind can be tolerated in this little island, the population of which, already very large, is rapidly increasing, and that the most jealous care should be used to keep the air and the earth of Bombay free from the pollution of sewage farms or factories. We fall back, then, on water-carriage as the best means of disposing of sewage that can be adopted. The Town Council, justly doubting its own competence to decide on the merits of rival engineering schemes, has resolved to ask Government either to appoint a commission to settle the question of what should be done, or to leave the whole matter in the hands of one English engineer of eminence, who should be invited to come to Bombay and prepare his plans on the spot. This last suggestion, which was made by Mr. Dossabhoy Framjee, strikes us as by far the most practical yet offered. We have had Commissions enough, and it is better now to choose the best man we can get and leave him to tell us how Bombay should be drained. Probably, no better choice of an engineer could be made than to get Mr. Clerk to come here and give us a plan. He has already constructed the sewers of Calcutta and Madras ; and the experience gained by him in those cities would be invaluable to Bombay.

THE Municipal Commissioner of Bombay has issued a notification, which will be found in another column, postponing the elections till further notice. This course has been rendered necessary, owing to the question having been raised whether, under section 6 of the Municipal Act, the qualification defined as the payment for a full year of house rate *and* police and lighting rates does not make the payment of all these rates compulsory before any ratepayer can be legally qualified to give a vote or to be a member of the Corporation. The exact meaning of the section has been discussed before, and the Town Council, among the amendments they have proposed for introduction into the new Municipal Bill, have substituted the conjunction *or* for *and*. But within the last few days some native electors, desirous of proving that a certain candidate was disqualified, have taken counsel's opinion on the subject, and, fortified by the assurance that the wording of the Act was perfectly clear and required the payment of all the rates, have applied to the Municipal Commissioner to have the name of the person they objected to struck off the register. Mr. Grant consequently determined to ask the Advocate General's opinion, and Mr. Marriott has advised that there can be no question as to the disqualification of all persons who have not paid the house rate as well as the police and lighting rates, and that the elections would be futile if they took place before the register was amended by the omission of these persons' names. In the circumstances, we think the Commissioner has acted prudently in postponing the elections till a short Act can be passed amending Section 6, or, if the Government is unwilling to pass such an Act, till the register is amended in accordance with the terms of the existing Act. If the latter plan be adopted, the number of voters will be greatly reduced, for very few Europeans pay all the rates, while native houseowners seldom pay police and lighting rates ; and we believe Mr. Hutchinson is of opinion that there will be not more than 500 ratepayers left qualified to vote in all Bombay ! The result of the elections will, however, probably be much the same in most wards as if the register remained unaltered. In the Fort ward Mr. Kemp, who is a Fellow of the University, could still be elected, as a Fellowship of the University constitutes in itself a distinct qualification without the payment of rates ; but we fear that in the Malabar Hill ward Mr. Lynch would be disqualified. The Government, however, might compensate Mr. Lynch by including his name in its list of members to be nominated. If it be thought desirable to pass a short amending Act, probably two months at least will elapse before the elections can be held. In either case, it is obvious that members of the existing Corporation who have not paid house *and* police and lighting rates for the full year ending 31st December 1876, or are not Fellows of the University, are now disqualified.

ARRIVAL OF THE ENGLISH MAILS OF THE 6TH JULY.

THE P. and O. S. N. Company's s.s. Siam, Commander N. W. Haselwood, arrived in harbour yesterday evening at half-past 5 o'clock with the English mails of the 6th inst. The following is the list of passengers :—

From Southampton—Mr P Candy, Mr and Mrs Burrell, Mr B Peck, and Mr D McPherson.
From Venice—Dr and Mrs V Ryan.
From Brindisi—Mr J W Neill and Mr T D Davies.
From Aden—Lieut J Surder, Mr G A Hoskyn, Mr P Byrame Mr E Latioo, Lieut H Sutton, Mr G Beujar, and 34 distressed seamen ex s s Cashmere.

ENGLISH POLITICAL AND SOCIAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, JULY 6.

THE movement of the fleet to Besika Bay has been the chief incident of the week. Though the official explanations respecting the object of this step are of the most pacific nature, nobody fails to see its portentous character. The reason given for the presence of the fleet once again in these waters is the necessity for protecting British subjects from the risks of any outbreak in Constantinople ; and, indeed, it was this representation of the step that procured for it the approval of the Salisbury section of the Cabinet. But, behind the ostensible reason, everybody sees an intention of defending Constantinople from any attempt on the part of the Russians to take it. This prospect of direct intervention in the war has produced a stormy debate in the Cabinet, and still continues to be the subject of acrimonious discussion. Lord Salisbury, and, it is believed, Lord Carnarvon also, favour the policy of allowing Russia to proceed without check whithersoever the wishes of the Czar may lead her. The majority of the Ministry are in favour of a much more independent line of action. I indicated the existence of this difference of opinion a fortnight ago, and all I have heard since of the incidents in Downing Street lend considerable point to what I then wrote. The Premier proposed at a recent meeting of the Cabinet not only that the fleet should go to Besika Bay, but that an army corps should also be sent to Malta and Gibraltar. He also expressed an opinion in favour of dispatching both the fleet and the army corps to Constantinople the moment the Russians crossed the Balkans. If statements in well-informed circles are to be believed—and in my opinion these statements are well founded—Lord Beaconsfield's proposals, though overruled for the moment, may, in the future, be adopted. It was held, however, the wiser policy for the present to be satisfied with sending the fleet to Besika Bay ; the army corps—which can now be dispatched at a few hours' notice—being kept back until the Russians really threatened the Turkish capital. Any more decisive action at the present moment would, it was argued, cause unnecessary irritation to Russia, and might also favour the false impression both in this country and elsewhere, that the Government were anxious to help the Turks. It could not be denied that the dispatch of an army corps to Constantinople, by releasing the large force at present compelled to remain there, would certainly be of material assistance to the Ottoman Power. Another consideration also weighed with the Cabinet in selecting a less decisive line of action than that proposed by the Premier. The straitened condition of the Russian Exchequer is becoming more and more serious, and there is a current impression that Russia has already arranged for a German intervention immediately after the first big Russian victory in Bulgaria. Besides all this, there is the best reason for believing that Russia has no intention of doing the act, which the proposals of Lord Beaconsfield are meant to prevent. The Czar and his advisers are well aware of the irritation any attack on Constantinople would create in this country, and they are not at all likely to care for adding the open hostility of England to their other troubles. Finally, the policy of the Cabinet has been determined by considerations as to the state of feeling among its own members. A resolution to occupy Constantinople immediately would, without any doubt, be followed on the instant by the withdrawal of Lord Salisbury from the Cabinet. Indeed, his resignation has once already been offered, though it was afterwards withdrawn. An adoption of Lord Beaconsfield's proposals would, therefore, have involved a split in the Cabinet ; and have not only deprived it of the valuable assistance of Lord Salisbury, but have thrown him into the arms of the Gladstonian party. It is natural that the ministers should have recoiled from such a break-up in their ranks. So far as the public feeling on the dispatch of the fleet to Besika Bay is concerned, there can be no doubt that the Government is backed up by the people. There have been some mumblings of disapproval from a few insignificant Radical associations, but no one really minds what such bodies say. It is considered quite as natural that England should send her vessels of war to Turkey as that any neutral State should mobilise her forces on a frontier, threatened by two neighbouring belligerents.

We have not yet had a formal proposal for the long talked of vote. The *Standard* has emphatically denied that there is any truth in the rumour that such a vote is to be asked ; but everybody knows that the *Standard*, though a supporter of the Ministry, is very rarely, indeed, favoured with information as to Ministerial intentions. The *Daily Telegraph*, which is the truest barometer of official opinion, and the *Pall Mall Gazette*, which is also inspired by the Foreign Office, both maintain that this sum of money, or even a larger amount, will be demanded before Parliament rises. In truth, as I have already written to you, a large portion of the money has been already spent. The front Opposition Bench has now made up its mind that the vote will be proposed, and has no feeling of hostility towards it. Mr. Gladstone, of course, must be excepted from this. He has, as you know, in an extraordinary letter to some small conventicle of Baptist parsons, vehemently denounced the supposed intentions of the Government. This freak has done his reputation much injury, and is regarded as a splendid exemplar of want of tact and want of consideration. It was ridiculous in the first place to denounce a proposal that had not yet been made. And, again, it was decidedly unfair that the ex-Premier should thus publicly separate himself from his colleagues. His epistle may well have the effect of producing a split in the party. The front Opposition Bench feel that Mr. Gladstone's letter is simply an attempt to deprive them of liberty of action, and are determined not to submit to such dictation. It is probable that, in this decision, they will be followed by the bulk of the party. Mr. Gladstone's ideas and conduct find approval only among the small band of Radicals, and those Liberal members generally who applaud everything he does for no better reason than that he does it.

The campaign in Asia has taken an extraordinary and most unexpected turn. The Russians, who, a short time ago, seem to be carrying all before them, are now in full retreat, from most of their positions. General Melikoff has been defeated before Zewin, the left wing before Deli Baba and Kara Kilissa ; and the investment of Kars has ceased to be complete. Mukhtar Pasha has shown unexpected capacity, or, shall it be rather said, has shown a creditable willingness to accept good advice, for his plans have been dictated by an Austro-German, General Kohlmann, or Faizi Pasha, as the Turks call him. The Russians have nothing to do now but retire to their frontier and await reinforcements. It may be that this assistance will come too late. The fearfully hot weather is close at hand ; and, when once that sets in, military operations become almost an impossibility. There has been for some days a strange reticence on both sides with regard to the operations in Bulgaria. A few skirmishes have taken place but probably no engagement of any importance. The Russians have brought up their men with great celerity, as many as 120,000 having already crossed the single bridge at Simnitza. But it has not been found so easy to take across a supply of provisions. You will judge of the still backward state of this most necessary part of the Russian scheme from the single fact that several special correspondents, who had crossed the Danube, were compelled to go without food for thirty-six hours. The Russian plan seems to be, from present indications, to attack the Quadrilateral from the east and west ; and so invest the four fortresses as to leave the march of their main body on the Balkans unopposed. The detachment, which entered into the Dobrudscha from Galatz, is evidently destined to act against the Quadrilateral on one side, while a detachment from Sistova will act on the other. Nicopolis and Widdin will easily be managed by an investing corps ; and, all this while, the main body will be approaching the Shipka, or some other of the most practicable Passes through the Balkans. Military critics here, who have studied the Russian plan, regard it as very skilful. Of the Turkish navy we have heard almost nothing lately. Its inactivity has not been remarkable on the Danube only ; in the Black Sea, it seems to have proved itself equally useless ; and no one would now be surprised if the Russians ventured to dispatch vessels of war to Varna and the Bosphorus. In the Mediterranean, the Muscovite navy is eagerly watching for any vessels that may be on their way to Constantinople from America with arms or ammunition, and a stirring encounter may any day be heard of in those waters. Montenegro has some reason to complain of her neglect by Russia, and it is now thought that she is willing to make her peace with Turkey. It is not likely that the Principality will be met by any extravagant demands from the Porte. The campaign in Montenegro is now universally regarded as a serious mistake ; and the Constantinople authorities are only too glad of an excuse to remove their troops from this barren field of operations to points where they could have some influence on the great issues of the campaign. Already the disposition of the armies employed against Montenegro has been made. The corps of Mehemet Ali has orders to march to Thessaly and Epirus, where the insurrection is said to be spreading. Suleiman Pasha's forces are to go by sea from the port of Antivari, their first destination being, probably, Constantinople ; thence they will be sent to the Danube. Servia is still quiet. It is thought, however, that the failure of Russia to take Widdin would be the signal for the intervention of Prince Milan in the fray. Belligerent action is also looked forward to from Greece with tolerably full confidence. A decisive victory on the Danube is all that is necessary to induce the invasion of Ottoman territory by the Grecian forces.

There is a complete deadlock in Parliamentary work ; and never was the business of the Government so much behind. They have not yet got through supply ; indeed, half the votes have still to be taken. The whole cause of this extraordinary state of things is the obstruction of a few Irish members. Matters reached a climax on Tuesday, when the House finished a sitting of fifteen hours at ten minutes past seven in the morning. No less than 17 divisions were taken ; and there were four attempts to "count out" the House. This campaign was carried on by five Irish members, assisted by Mr. Whalley, who, for some reason inexplicable to the general world, has abandoned for the moment the Pope and the Claimant, and become the enthusiastic ally of the Irish Ultramontanes. This morning again, there was a repetition of the same system of tactics ; and the House was kept up till three o'clock. It has now become evident that the plan is one of deliberate obstruction ; and members are searching out for some means of defeating this extraordinary use of the powers of a minority. Mr. Puleston has given notice of a motion, the effect of which would be to prevent the same member from making a motion for adjournment, or to report progress, twice in the same Committee. This rule, if carried, would seriously interfere with the present strategy of Mr. Parnell and his friends.

There is too much reason to fear that the announcement of the *Tashkent Gazette*, published here last Saturday, that the Chinese troops had gained a great victory over the Kashgar army, is true. If this news should prove correct—and that you will know by the time this letter reaches you—the consequences will be serious in the present relations of England and Kashgar. In the end, we may have something like a race between Russia and England as to which shall be the first in the field to mediate between two belligerents. Meantime, the Envoy in England has been received by the Queen and she has laid before her the presents from his master, the Emir. Lord Salisbury accompanied him and also invited him to a garden party on the following day. Thus socially at least has the Syed been a success.

It will not surprise your readers to hear that there was a very serious difference of opinion in the Indian Council respecting Lord Salisbury's decision in the Weld case. Several members of the Council wrote dissents, and it is remarkable that, among those who thus protested, was Sir Henry Maine. Sir Henry Maine, it is well known, very rarely dissents from the Indian Secretary, or would it be more correct to say that the Indian Secretary very rarely dissents from Sir Henry Maine? Nothing has yet been decided with regard to the question of gauge between Ajmere and Ahmedabad. Mr. Clements Markham's resignation is the subject of much discussion in Anglo Indian circles. It is generally attributed to disagreeable *rencontres* with Sir Louis Mallet. The Permanent Secretary managed in some way to offend the susceptibilities of Mr. Markham and the offer of resignation was the result. Mr. Markham retires on a handsome pension.

The Society of the Holy Cross has agreed to withdraw the "Priest in Absolution." Their account is that they originally bought up all the copies because the executors of the late Mr. Chambers, the author, threatened to hand it over to the book trade. While thus far submitting the Society maintains the necessity of confession and boast of having a large number of adherents. Among their admirers they cannot count Serjeant Ballantine. The learned gentleman has recently expressed some idea of settling down in Baroda. "What between 'the Priest in Absolution,'" he was lately heard to say, "and 'The Fruits of Philosophy,' I expect London will not long escape the fate of the two wicked cities of Judæa."

Mr. Ward Hunt has sent in his resignation. His health is in a critical state. Suppressed gout is his malady.

THE LEADERSHIP OF THE PARSEES.

ON Sunday next a public meeting of the Parsee inhabitants of Bombay, called by the trustees of the Parsee Punchayet funds, will be held at the "All-bless Baug" with the object of appointing the new Baronet chairman of the committee in charge of the funds in the place of the deceased Baronet, as well as of acknowledging him as the leader of the whole Parsee community. The movement has been viewed with disfavour in certain quarters as an unprecedented encroachment upon the rights and privileges of the community. The oppositionists held a meeting yesterday afternoon at the Framjee Cowasjee Institute for the purpose of adopting such measures as would preclude any probable dissensions in the community taking place or placing the present Baronet in an unenviable position. The meeting was largely attended, there being from 500 to 600 Parsees present, the majority of whom were young members of that community. Mr. C. N. Cama was amidst applause called to the chair and explained that the originators of the present movement unanimously desired that all the honours which the late Baronet enjoyed should be conferred upon the present Baronet ; but that they simply protested against his recognition as the sole leader of the whole community, the effect of which would be to rob it of its constitutional rights and privileges as a corporate body. The oppositionists aver that such a resolution would not be binding upon the whole Parsee community, and express their fear that it would be the fruitful cause of raising many intricate questions hereafter. They therefore suggest to the whole Parsee community that "were a properly constituted committee of 24 or more gentlemen of respectability and high family to be elected publicly to advise Sir Jamsetjee in all matters connected with the affairs of the community, it will have the effect of rendering Sir Jamsetjee's duties less arduous ;—not only that, but such a constitutionally elected *punchayet* will command the confidence of the public at large." A requisition to be sent to the trustees with the above object was read to the meeting and adopted by a majority of votes. It was afterwards signed by many of those present at the meeting. The proceedings terminated with a vote of thanks to the chairman. A full report will appear in our next issue.

DEATH OF JOHN MARSHMAN.

THE news received in Calcutta that John Marshman has passed away, at the ripe age of 83, will stir up strange memories in this province, which was the scene of his varied labours, in a long, honourable, and useful Indian career. Inheriting a name which stands high in the religious history of India, the subject of these remarks will no doubt be warmly claimed by a party to which, in one sense, he specially belonged. But he is chiefly known to the world as a journalist who, bringing to a profession which, at that time, was in its infancy in India, high aims and a pure life, has doubtless helped to give it in this country a position which it might not perhaps otherwise at once have achieved ; and although the leanings of the *Friend of India*, at the time of his connexion with it sometimes exposed it to charges whose very meaning has now passed away and Marshman himself to suspicions of jesuitical reservations which found expression in the title of of "Father John"—which has also become obsolete—no one, looking back calmly on the years in which he helped to build up journalism in India, can fail to realise the blank that the abstractions of his legacies would cause in its brightest traditions. Connected by marriage with the Havelocks, who linked him by unseen chains to the highest official society, Marshman possessed at once the influence which commanded respect, and the information which helped to need it. We make no pretence, now, of giving anything like a history of his life. That is a task which will doubtless claim and receive the attention of some better qualified writer. But as journalists we may express a sense of the loss which the world of letters suffers in the death of John Marshman. He died, we learn, in the full possession of his physical and mental faculties ; being engaged, in fact, on a political history of India's Governors and Viceroys which is by his death left more or less incomplete.—*Indian Daily News.*

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

RUSSIAN ATROCITIES IN BULGARIA.

LONDON, JULY 25.

An official despatch to Turkish representatives abroad accuses the Russians of burning villages and of wholesale massacres of the Mahomedan population of Bulgaria.

THE RIOTS IN AMERICA.

The strike in America is extending to New York and westwards. Various trades are joining the strikers. The United States troops have been everywhere called out.

THE WAR IN BULGARIA AND ROUMELIA.

The Russian defeat at Plevna has been confirmed.

The Russian troops have fortified the Schipka Pass and strongly entrenched themselves at Eski Saghra.

Suleiman Pasha, with 20,000 men, has arrived at Adrianople.

A court-martial has been ordered on Abdul Kerim Pasha and Redif Pasha.

The Montenegrins are capturing the forts in the Duga Pass.

INSURRECTION IN SER.

According to a Russian official despatch, the insurrectionary movement is extending in the province of Ser. The insurgents have surprised a detachment of Russian troops.

The Russian forces in Daghestan have been reinforced.

MILITARY APPOINTMENTS.

Lt.-General Wood has been appointed Colonel of the 67th Foot, vice Raymond appointed Colonel of the 1st Royals.

THE INCOMING MAILS.

ADEN, JULY 25.

The P. and O. S. N. Co.'s s. s. Assam, with the outward London mails of 13th inst., left here for Bombay at 7 p. m. to-day.

THE MAILS.

LONDON, JULY 24, AFT.

The heavy Bombay mails of the 15th ultimo, via Southampton, were delivered in London to-day, per P. and O. steamer Gwalior.

LONDON, JULY 24, AFT.

The Liverpool Cotton Market closed firm. Surats firm. The American Cotton is very freely offered.

The London Cotton Market has been steady.

Fair Dhollera .... 5 3-16.

The Manchester Market has been quiet but steady.

7 lbs. Shirtings .... 6-3.

8½ lbs. do. .... 7-3.

40s Mule Twist 0-10½

3 per cent. Consols for account 94⅞

5 per cent. French Rente, 1872 .... 107⅝

Bar Silver .... 54⅛ to ¼

About £500,000 have been withdrawn from the Bank of England for Germany.

Arrivals.—Guy Mannering and Empire of Peace.

Departure—Cyrene.

LINE REPORTS.—JULY 25.

Cable right to Fao. Turkish line right to Pera. Persian line interrupted beyond Tiflis.

STEAMER REPORTS.

GALLE, JULY 25, 8-13 A.M.

Mail Steamer Tanjore, from Bombay, arrived.

WEATHER REPORTS.—JULY 25.

(Madras Time.)

CANNANORE, 5 P.M.—Weather fine, wind W., ther. max. 81, min. 74, W. B. 77, bar. 29·90 Fall of rain 1 inch 2 cents.

CARWAR, 5 P.M.—Weather fine, wind W. 4, ther. 83, bar. 30·6. Fall of rain 5 cents.

MANGALORE, 5-35 P.M.—Weather wet, wind N. E. N. W.

TUTICORIN, 5 P.M.—Weather fine, wind W. strong, ther. 96, bar. 29-89.

VINGORLA, 5-5 P.M.—Weather cloudy, wind W. S. W. moderate, ther. 89.

RATES OF EXCHANGE ON LONDON.

Bank Bills on demand	....	1s. 8⅞ to 15-16d. per Rupee.	
Do.	6 months' sight	... 1s. 9 3-16 to ¼d.	,,
Credits,	3 ,, ,,	... 1s. 9 5-32 to 3-16d.	,,
Documents,	3 ,, ,,	... 1s. 9 3-16 to ¼d.	,,

WE make the following extract from an official letter of Mr. Dunlop, Commissioner, Central Provinces, to Mr. John Gordon, Secretary Chamber of Commerce: "My weekly weather reports have kept you informed of the condition of the young cotton crop up to date. I need only say here, that although a little backward it so far promises well. It is too early to obtain information regarding the area sown with the new crop, but I do not anticipate that it will be below the average."

THE quantity of cotton shipped from the Port of Bombay to foreign external ports and foreign Indian ports during the month of June amounted to 1,08,390 bales, weighing 4,24,66,536 lbs. or 54,166 candies valued at Rs. 1,01,07,025.

IN consequence of Colonel Robinson's departure on furlough, Mr. Albert Cappel is to officiate as Director-General of the Telegraph Department, and Major Mallock, B.S.C., as Deputy Director-General. Mr. W. R. Brooke, from Bombay, acts as Director of Construction.

MAULVI ABDUL LATIF, Deputy Magistrate of Alipur, has been appointed to act as Magistrate of the Northern Division of Calcutta during the absence of Mr. Dickens. We (*Englishman*) do not know that any better selection could have been made from amongst the native officials, as the Maulvi has had many years' experience in his present office in criminal business, and has generally discharged his duties to the satisfaction of the public.

A CORRESPONDENT of the *Delhi Gazette* furnishes the following account of the death of Naim Shah, the notorious freebooter of the frontier: "At nightfall of the 10th inst. he and his colleague, Wully Khan, another out-law, set out for the Cherat hills, to steal some muskets from the depot there; they travelled therefore the whole night, and towards dawn Naim Shah felt weary, and lay down at the foot of a hill under an umbrageous tree, setting Worey Khan as sentinel against a surprise. The latter, however, had an offer of Rs. 200 from some lumberdar for the delivery of the body of his friend, but he had up to that date no opportunity of fulfilling the contract until that morning when he had his life in his hand; so he privately sent a message by a man to a village, named Silah Khana, inviting them to come armed to the spot and kill Naim Shah. The villagers came accordingly and shot him like a dog while asleep. He was a cotton-dresser by profession, but brave and enterprising. His first act of lawlessness was his marriage with a prostitute at Peshawur, but a man of Kaka Khail tribe fell in love with her, which Naim Shah would not brook, so he killed him in the middle of the bazaar in broad daylight, and escaping took up his quarters in a village of the Hasan Khail clan of the Afridee tribe. From this time he was an abandoned man. His exploits were various and successful, and it is needless to detail them here. It is satisfactory, however, to say that he has at last met his deserts."

A MOFUSSIL paper publishes the following wonderful bear story: "Some days ago, a guddee, on his way up to Lahoul with his sheep, went out early in the morning for firewood. As he was returning with his bundle of faggots and was passing by the edge of a steep khud, he suddenly met a bear, who seemed bent upon having a good claw at him. No time was to be lost. Flight would have been worse than useless, so the guddee dropped his wood and threw himself down flat upon his face, shamming dead. Bruin came up, smelt him, shook him, and finally tried to poke bits of stick into him to make him move. No use, the guddee kept on playing possum. The bear seemed all of a sudden to have a happy thought occur to him, for he stepped a little upon one side, and returned in a minute armed with a most portentous club, apparently with the view of cudgelling the guddee into getting up when he could claw him with a clear conscience—it being, I believe, contrary to ursine etiquette to claw any one who seems to be dead. The guddee now in his turn had a happy thought; he contrived to push his bundle of firewood over the edge of the khud. The bear, somewhat short-sighted by nature, thought it was his intended victim escaping him, and rushed to the edge of the khud and looked over to see if it was the case. Up jumps the guddee, and with one vigorous and sudden shove behind he tipped the bear over the khud, sending him spinning after the firewood, a few hundred feet into space; and without waiting to see if bruin was hurt, he made a clean bolt of it to his camp. He says it will be some time before he goes again to cut wood in that particular place."

MR. FORSYTH was to ask the Under-Secretary of State for India on Monday, July 9, whether it is true that the Chinese invading force has come into collision with the troops of the Ameer of Kashgar; and whether it is the intention of the Secretary of State for India to interpose his good offices to restore peace, if possible, between China and Kashgar, and thus preserve the independence of the latter territory.

ON Friday, July 6, the day the mail left England, the following important conversation with regard to the sending of the fleet to Besika Bay took place in the House of Commons:—

Sir W. Lawson asked with what object the Government had ordered the British fleet to Besika Bay.

Mr. Gourley inquired the number and names of the vessels, and why they had been sent to Besika Bay in place of the Suez Canal.

The Chancellor of the Exchequer: The object with which the fleet has been sent to Besika Bay is that it should be at a convenient station. (Ministerial cheers.) The position of Besika Bay is a central one, which enables the admiral to communicate, if necessary, with rapidity with her Majesty's Ambassador at Constantinople or with the British Government, and it is thought to be the most convenient position for the fleet. The hon. and gallant gentleman the member for Sunderland asks what are the number and names of the vessels which have been sent there. Of course there would be no objection, if he likes to move for a return, to give him any particulars in regard to them. I may say generally that there are eight vessels, of which seven are ironclads, and one an unarmoured frigate. The ironclads are the Alexandra, Swiftsure, Pallas, Sultan, Devastation, Rupert, and Hotspur; and the unarmoured frigate is the Raleigh. The hon. gentleman asks why they have been sent there in place of to the Suez Canal; the answer is obvious—that Besika Bay is a convenient and central station for communication and the Suez Canal is not equally central, and that there is no particular reason why vessels should be sent to the Canal beyond the one which is now stationed there, the Research, which has taken the place of the Hotspur.

THE recent fight on the Danube between a Turkish monitor and four Russian torpedo-boats is confirmatory of the correctness of the opinion, which has been frequently expressed by some of our highest naval authorities, that torpedoes themselves will be found to be the best weapon with which a ship attacked by torpedo-boats can defend herself. The commander of the ironclad in question, who appears to have manœuvred his vessel with singular ability, and who, it is surmised, was an Englishman, is described as having himself thrust out torpedoes on the ends of long spars, thus threatening the boats with the danger of being blown into the air first, at the same time opening on them a terrible fire with small arms and a mitrailleur. No attempt was made, it is further stated, by the commander to use his guns, he evidently believing it impossible to hit such a small and rapidly moving object as a steam-launch, but, his vessel being handled with dexterity, and protected by torpedoes, it was impossible for the Russian boats to approach sufficiently near to damage her. It is therefore evident that a small and handy ship can defend itself against an attack by torpedo-boats by simply avoiding them, and in turn may threaten them with destruction; but it may be doubted whether a longer, heavier ironclad could manœuvre with sufficient speed to successfully carry through similar tactics. Consequently, the torpedoes with which such a vessel must defend herself must be carried and used for her by smaller boats, which can twist and turn about with the necessary rapidity; or, in other words, arrangements must be made which shall ensure that every large ironclad shall be surrounded, when liable to be attacked by hostile torpedo boats, by a number of satellites in the form of swift and handy steam-launches.

THE LOSS OF THE CASHMERE.

(FROM OUR OWN CORRESPONDENT.)

ADEN, JULY 18.

HARDLY has a month elapsed since we chronicled the wreck of the splendid steamer Meikong, of the Messageries Maritimes de France, than we have to tell the history of another wreck, attended with the loss of several lives.

The Almora, of the British India S. N. Co., arrived here in the morning of the 9th instant with the intelligence that a steamer was seen on shore at Cape Guardafui. The commander of the Almora did not, it seems, realize his true duty, for he passed on and never even took the trouble of sending a boat to enquire for the name of the wrecked vessel, or news of the survivors. However, the agents of the British India here, seeing that the Zanzibar mail steamer was unusually late, and afraid that some accident had happened to her, at once despatched the Java to Guardafui, and, under the command of Captain Cotton, she left this in the evening of the 10th instant. Capt. Hunter, our Assistant Political Resident, with his Somali interpreter, proceeded in the Java to render assistance, as there is no doubt the Aden officials are pretty well known by the Somalis on the coast. However, in the morning of the 12th the s. s. Queen Margaret, from Calcutta to London, arrived here, with Captain Crowder, the officers, engineers, passengers and crew of the ill-fated vessel. The Cashmere, well commanded, well officered, and well manned, with a general cargo consisting chiefly of ivory, cloves, india-rubber, &c., with about 20 first class passengers, struck at 8 p.m. on the 5th July, 5 miles south of Cape Guardafui, and heavy seas sweeping over her led the captain to order the boats to be ready. The first boat in charge of Mr. Shepherd, the chief officer, succeeded in getting clear off and made for the shore, but the second boat in charge of Mr. Cade, 2nd officer, with seven passengers, viz Mr., Mrs., Miss, and young Bertie Beveridge, Mrs. Rogers, her child and nurse, was smashed while still hanging to her davits, and were all unfortunately drowned, with the exception of the lascars, who managed to swim some distance, and were picked up by Mr. Shepherd who found them badly cut and bruised. All the remainder on board were lucky enough to escape. When Captain Crowder left the vessel the Cashmere had already broken in three pieces, and accounts received since from commanders who have come from the direction of Guardafui, state that no vestige of either the Meikong or the Cashmere remains to mark the spot of these sad disasters. Next morning the Chief of Alooleh extended his protection to the survivors. He provided them with drinking water and camels, and the march across the desert commenced to Alooleh. All the survivors agree in their report that the Chief of Alooleh behaved splendidly towards them, and this is confirmed by Captain Hunter, who made the necessary enquiries. Arrived at Alooleh, and finding that the Almora had passed without noticing them—a very curious fact indeed which Captain Day of the Almora should be made to explain—Captain Crowder came to the conclusion to send the chief officer, Mr. Shepherd, cruising about, with the view to intercept any passing steamer. At 10 p. m., on the 10th July, the chief officer overhauled the Queen Margaret, but the night being very dark and foggy, Captain Butler lay to all night, and early next morning picked up all the survivors and brought them safely to Aden. Fortunately in Captain Butler they found a humane commander, who did all in his power to alleviate their distress.

The Political Resident commenced an enquiry on the 14th inst. to ascertain the cause of this disaster, and the enquiry is just concluded. The result will not be known for a few days longer.*

Your readers may not perhaps be aware that the steamer, commonly styled the Zanzibar mail steamer, carries the English, French, and Portuguese mails. From Aden she proceeds to Zanzibar, thence to the French ports of Mayotte, Nossibe and Majunga in the north of Madagascar, and afterwards to Mozambique, returning to Zanzibar *via* the same ports and thence to Aden to be in time to transmit her mails to the P. O. steamer. The mails as well as the specie were in this instance completely lost. The Java, which went in search of the Cashmere, returned here on the 15th inst. with her piston rod broken. She, however, left yesterday for London. But the Java brought the intelligence which the Chief of Alooleh gave Captain Hunter, that a which was and did not cease until the party had arrived at their destination large sailing ship with coals was ashore north of Cape Guardafui. The Java could not proceed to render any assistance through her own break down, which compelled her to return to Aden, but immediately after the news had been communicated to the Political Resident, the Indian Government steamer Quangtung started for Guardafui.

I cannot conclude this without informing you that the Nizam from Bombay and Kashgar from Calcutta arrived here on the 15th inst. in the afternoon. The Kashgar has broken down, all her cargo and passengers had to be transferred to the Nizam which sailed on the 16th at 2 p. m. The Kashgar is still in harbour, undergoing the necessary repairs, and will be able to leave for Suez in a day or two. The Childwall Hall, Captain Tregarthen, which left Bombay several hours after the Nizam, sailed from here yesterday morning for Suez.

[* A telegram, which we published on Monday, states that the officers and crew were acquitted of all blame.]

WEATHER AND CROP REPORTS,

[BY TELEGRAPH.]

THE weather reports up to the 24th instant for Madras are good. Rain has fallen in Godavery, South Canara, and Malabar. The fall has been slight in Vizagapatam, Kristna, Cuddapah, North Arcot and Tinnevelly. Accounts are favourable from Bengal, except that more rain is wanted in Patna, Shahabad, Gya, and Saran. In North Bhagulpur the crops are suffering from the former drought. The sky is overcast in Hyderabad. In Mysore the weather is monsoonish, but only slight showers have fallen in Bangalore. Slight rain in Bombay. There has been no rain in Satara, Sholapur, Poona, Karwar, and Nasik. In Khandeish no rain has fallen, and consequently the cattle are dying. The North-West has had no rain except a very little at Benares.

THE AMERICAN RIOTS.

TO THE EDITOR OF THE BOMBAY "GAZETTE."

SIR,—In your article to-day on the strike of the railway employés in America, you have unfortunately made one or two statements that may mislead. The first is the alleged cowardice of the Colonel of the 9th New York, James Fisk, Junr., in the Orange Riot of 1871. Instead of abandoning his regiment and seeking safety in flight, he remained at its head until the rabble, closing in, frightened his charger, which deposited poor Jim in the gutter with a badly sprained ankle. He was picked up by the men of his regiment and carried to his home. Your denunciation of the volunteer militia of the United States is not only one-sided and prejudiced, but shows that the writer has not a personal knowledge of the subject on which he writes. Instead of being "toy soldiers," the militia of the United States are well trained, well officered, and well equipped. The officers,—commissioned and non-commissioned,—are elected by popular choice, and are generally men who not only have smelt powder but are men who gave three or four of the best years of their lives to their country in her hour of need. In many regiments—particularly those of New York and Maryland,—from one-half to three-quarters of the members went through the late civil war and took part in many a hard-fought battle. It is true that these regiments are composed of the best men in the country—merchants, professional men, and mechanics—and that they escape doing jury-duty by serving in them, but they are not exempted from any taxes whatever, with the exception of one of 2 dols. per annum.

I trust my feeble endeavour has convinced you that instead of untrained and irresponsible troops the authorities have men at their command who are well trained and responsible.

A MER(R)Y CUS.

*** Our correspondent has not convinced us. Let him look up a file of old New York papers, and he will find that Jas. Fisk, junior, sprained his ankle by a fall from a fence which separated him from the house in which he subsequently concealed himself. As to the regiments of New York and Maryland, we must remind him that no State furnished a smaller number of *volunteers* than these, popular sentiment in each State having been strongly Southern. In Maryland those militia men who have "smelt powder" did so in the army of Northen Virginia under Lee. Our correspondent must not quarrel with our facts simply because they do not accord with his rose-coloured reminiscences.—ED. *B. G.*

MILITARY SUBORDINATES IN THE P. W. D.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your issue of the 26th ult. there appears a letter signed "Victim," the statements in which are only too true; but he suggests no remedies. Will you allow me to suggest some?

The code which he so longs to see will, I fear, prove much like the one at present supposed to be in use for guidance of the Department, and which appears never to be consulted nor used by the powers that be, but, on the contrary, ignored. Or, it may prove like the military code of which "Adjutant" complains in the same issue of the *Bombay Gazette*. The new code is so long in coming that it may reasonably be concluded that Sir Andrew Clark is very much thwarted in its preparation; the code that will eventually appear will not be his at all, but a clipped and mauled instrument, which, like the present one, will be only *nam ke waste*.

"Victim" describes the provincial system as a "delusion," and I should be sorry to contradict him; and as for the promises at Roorkee, the least said the better. I remember the Roorkee Circular, inviting military competitors from regiments, in which it was laid down that an overseer could begin on Rs. 176 per month. Let any military man say if he began on more than Rs. 100 or 125. If the present way of treating military subordinates be carried on much longer, Roorkee College may be closed, so far as they are concerned; in fact, it would be better to do so at once, for military men are simply misled at present, and promises are made, but never kept.

Anent sanctioned strength, I agree with "Victim" so far as the H. A. D. D. P. W. is concerned. I believe the one sub-engineer now in the province was pitchforked into his position over the heads of good and hard working subordinates—if he even passed an examination is doubtful. A couple of years ago a native, not required any longer in the Local Funds, was similarly pitchforked into a sub-engineer's post over all the other subordinates in the province; that he was unfit for the post he amply proved by getting himself pitchforked out of the P. W. D. in a rather sudden manner. From these instances it would appear that seniority and good and faithful service is ignored.

If Rs. 7,000 yearly are saved for the Nizam out of the P. W. D. upper subordinates, it is a shame it is got by cutting it from one of the hardest worked classes in the province. It is no real saving to any employer to mulct his servants' pay—he must pay them honestly if he expects his work done properly.

Military subordinates seem to have no one to care for them in the P. W. D. As their pension in old age depends very much on the date they attain to subconductor, it is a crying shame, that as promised in the code, they do not get the same at 15 years' service. There is, more than half way down the roll, a sergeant of 20 years' service, with 15 years of it as sergeant; he will be lucky if in 10 years he gets to be sub-conductor, which will leave him 30 years a soldier, and 25 years a sergeant. Only a few days ago a sergeant was promoted with 35 years' service, 15 of which were as serjeant. Let us suppose that he joined the army at 18 and that he will reach Deputy Commissary in 20 years more, he will then be able to retire from the head of the Warrant List at 73 years of age! The 55 years rule should be rigidly applied to the P. W. D. upper subordinate grades, for it is simply false to say that men over that age can do the work required of the P. W. D. subordinate. It is a rare thing to see a P. W. D. subordinate take pension; the only vacancies are those caused by death. In such a department, old fogies can scarce give a decent share of work for the salaries they draw. I hope some one will be able to suggest what we ought to do as a body, not simply in one province, but by all the Bengal upper subordinates P. W. D. ANOTHER VICTIM.

REPLY TO FATHER WENNIGER.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In our reading room here, I saw in your paper of the 16th instant a letter signed G. Wenniger, S. J., whom, I suppose, to be the Roman Catholic clergyman of this station. His letter has reference to the temperance movement other than his own, and unmistakably points to this movement as conducted regimentally by the corps stationed here. Let me thank the Rev. Father for so prominently bringing our association to notice. I was not aware that we had done so much good, or that our endeavours in the temperance cause were worthy of the publicity which has thus been given them. It is too true that for certain men abstinence altogether from intoxicating liquors is a necessity. But the Rev. Father states that it is a Protestant principle, a heretical opinion, to say that the use of wine is sinful. Do Protestants teach this? Certainly not. It is the abuse of wine and not the use which is sinful. Cardinal Manning taught the crowd who listened to him not a month ago that the use of wines and malt and spirituous liquors was a dreadful evil to be guarded against, and earnestly urged upon his hearers to take the pledge. We do not teach, nor have I ever heard it taught, "that so long as a man is a teetotaller his soul is safe," but this I do know, a teetotaller will make a better Christian than a drunkard. Should creed be allowed to interfere with that which has done and is doing so much good? In Ahmednagar the Rev. Father states there are no less than 200 prostitutes, and he asks immediately afterwards, "does that speak in favour of the great temperance movement?" What connection is there between the two facts? This is strange argument.

The rev. gentleman further says, that the reason why Catholics join the regimental Society is, that some advantage is gained. "Where a Colonel patronized the Temperance Society, the names of all teetotallers being struck off from the canteen roll would be known in the orderly room, and the men expected some favor on account of their being teetotallers, nominally teetotallers at least." He must have a poor opinion of his flock. Such a remark deserves no comment.

The reason of the rev. gentleman's letter appears doubtless in the following sentence: "In different stations there was a great falling away from the Catholic Temperance Society, and even members of the confraternity belonged to the Protestant Temperance Hall." At last we have the pith of his tirade against the so-called Protestant Temperance movement. But do we cry out because the Father lately managed to get 20 or 30 Protestant soldiers to join his society? I take it, that as long as he in his way and we in ours can induce men to forego the canteen, a great good is gained.

And now having pecked at regimental teetotal societies, he swoops down upon the independent order of good Templars. How curiously he admits that the Catholic clergy didn't exactly mind the doings of the teetotallers though they watched them, but the good Templars roused them—the alert was sounded—priests, stand to your arms! the good Templars are in the field!

This order, the Rev. Father states, is a secret society; which is not true, it is open to the inspection of all who have a laudable purpose to enquire; all who have the suppression of the drink traffic at heart are welcome to its association. Good Templary has nothing whatever to do with Freemasonry—they are quite distinct. There is much the Rev. Father says which is not worth notice, and much that does him no credit. Good Templars are good 'soldiers, so are Freemasons—do not venture to impeach our loyalty. I am a soldier, a total abstainer, and a good Templar. In Ireland there are 60 lodges, numbering 3,000 members. When a parish priest at home was written to and asked his opinion of good Templars, he said that they were simply a temperance society and that there was no harm in Roman Catholics joining them.

In conclusion, let me remark that it would be far better if, instead of pitting creed against creed and one good society against another, that earnest endeavours were made to spread temperance truth, so that soldier and civilian, seeing and knowing the ill effects of drunkenness, may be prevailed upon to give teetotalism a trial, and thus banish that giant evil which drives so many thoroughly good soldiers to crime and destitution.

A TEETOTALLER AND GOOD TEMPLAR.

Ahmednagar, July 18.

HEADS OF INTELLIGENCE.

(*Home News*, July 6.)

THE Russians have made little progress in Bulgaria, and have crossed the river at no fresh point. Their pontoon bridge from Siemnitza to Sistova was destroyed by a storm, but has since been repaired, and successive reinforcements are going across it.

The artillery duel has been raging between Rustchuk and Giurgevo, and both towns have suffered severely.

The Russians are accused of wantonly firing at hospitals and other buildings protected by the British flag.

In Asia, the Russian advance has been checked, and the Turks have defeated their invaders in three or four separate engagements, driving them northwards, compelling them, as it would seem, to retire from the siege of Kars.

The British Mediterranean Squadron has again been ordered to Besika Bay.

The war agitation in Greece and Servia continues, but is discouraged by the respective Governments of the two countries.

Austria is not exactly mobilising her army, but she is "arming for any eventualities or emergencies."

Little of importance has taken place in Parliament this week. In the House of Lords the Universities Bill has been read a second time. In the House of Commons business has been greatly retarded by the obstructive tactics of Irish members. The Irish Sunday Closing Bill has been discussed and shelved for the session. Last night, July 5, the Chancellor of the Exchequer announced that he would consider during the recess the best way in which to change the rules of the House with a view to preventing the inconvenience caused by the Home Rule members, and the Indian Loan Bill was read a second time.

On Friday last, July 29, Mr. Trevelyan's motion for extending household franchise to counties was defeated by 276 to 220.

On Tuesday, July 3, the Marquis of Salisbury had an audience of the Queen at Windsor, and subsequently introduced to Her Majesty the Envoy of the Amir of Kashgar.

Both Houses of Convocation have met this week at Westminster, and have discussed the Confessional as practised in the Church of England.

Sir J. R. Langdon has been nominated Governor of Ceylon.

The Caxton Celebration was opened on Saturday, June 30, at South Kensington, Mr. Gladstone delivering the inaugural address.

Marshal MacMahon has addressed an Order of the Day to the army, in which he explains that he relies on them to maintain respect for the Government and the laws. The Minister of the Interior, M. de Fourtou, has also addressed the Prefects in the Provinces on the subject of the coming elections.

The Money Market is very easy, and the Bank of England yesterday reduced its rate of interest to 2½ per cent.

OBITUARY OF THE WEEK.—J. H. Hawkins, late M.P. for Cornwall; Dowager Lady Miller; J. Knowles, J.P. for W. R. of Yorks; G. Lockwood, J. P. for Durham.

LATEST WAR NEWS.

(REUTER'S TELEGRAMS.)

THE OPERATIONS ON THE DANUBE.

ST. PETERSBURG, July 6.—The official return of the losses experienced by the Russians in their passage of the Danube on the 27th ult. gives the number of killed at about 315, of whom fifteen, including three officers, perished by drowning. In all nine officers were killed. In wounded the Russians lost about 400, including eighteen officers, of whom four have since died, three were seriously and eleven slightly injured. Two have since rejoined their regiments. The heaviest loss was sustained by the Volhynian and Minsk Regiment, a company of the Guards, and a battery of mountain artillery.

SCHUMLA, July 6.—All Bulgarians suspected of communicating with the Russians have been ordered to quit the fortified towns and retire into the interior.

THE WAR IN ASIA MINOR.

CONSTANTINOPLE,—July 6.—Intelligence received here from Sukhum Kaleh, dated June 26, states that 1,500 persons who had fled from Adler to the Turkish fortresses in dread of the Russians had perished from hunger.

THE MONTENEGRIN CAMPAIGN.

CONSTANTINOPLE, Thursday Night.

It has been resolved in a council just held, at which the Sultan was present to discontinue the campaign against Montenegro. Mehemed Ali Pasha has already received orders to march with his forces to the frontiers of Greece, where war movements are daily expected. Suleiman Pasha with his forces will embark from the harbour of Antivari.

THE INSURRECTION IN THESSALY AND EPIRUS.

VIENNA, Friday Morning.

The insurrection in Thessaly and Epirus is gaining ground. This is one of the reasons of the abandonment of the campaign against Montenegro. In the latter place the fortified positions already gained will be occupied by garrisons sufficiently numerous to defend them.

CAPTURE OF TURKISH VESSELS.

THE little Russian fleet has made several captures of late, says the *Odessa Vestnick*. One evening last week the steamer Vladimir quitted Odessa, and pushing on towards Varna, encountered at a distance of 20 miles from that port a Turkish brig, the Islam Bagra, which, after a smart chase, she succeeded in capturing. The prize was a very handsome vessel, and equipped in a most expensive manner. On board was a crew of 16 men, all but one being Turks of pure blood. The Islam Bagra was bound to Kustendji with a cargo of munitions from Constantinople, and when captured had already performed several voyages as a Government transport. The day after the departure of the Vladimir, another Russian steamer, the Grand Duke Constantine, ventured out, and, proceeding towards Sinope, fell in with four schooners. Her superior sailing powers rendered the Turkish vessels an easy prey, and, although it is not stated that there was any contraband of war on board, the whole four were scuttled and the crews sent ashore in their own boats.

THE WAR ON THE DANUBE.

PASSAGE OF THE DANUBE.

THE special correspondent of the *Daily News*, writing from Simnitza on June 27, gives the following graphic description of the passage of the Danube by the Russians. After describing the positions of Sistova and Simnitza, he says:—

With the darkness General Dragimiroff began his dispositions. The first work was to plant in made emplacements a row of field guns all along the edge of the flats, to sweep with fire the opposite banks. This was while his infantry was being marched over the flats down into the cover of the willow wood. The darkness and the obstructions were both so great that all was not ready till the first glimmer of grey dawn. There was no bridge but a number of river boats, capable of holding from fifteen to forty men each. These were dragged on carriages through the mud, and launched in the darkness from under the spreading boughs of the willow trees. The troops embarked, and pushed across as the craft arrived. Dragimiroff stood on the slimy margin to bid his gallant fellows God speed. He would fain have shown the way, for although a scientific soldier, it was his duty to remain till later. The grateful task devolved on Major General Yolchine, whose brigade consisted of the regiments of Valinsk and Minsk, the 53rd and 54th of the Line. The boats put off singly, rowing across for the little cove, and later the little steam tug was brought into requisition. For once the Turks had not spent the night watches in heavy sleep. Their few cannon at once opened fire on the boats, on the hidden masses among the willows, and on the columns marching across the flat. Nor was this all. From the slopes above the cove there came at the boats a smart infantry fire. The Turkish riflemen were holding the landing-place. Yolchine has not gained experience and credit in Caucasian warfare for nothing. His boat was leading. The Turkish riflemen were in position about fifty yards from the shore. He landed his handful, and bade them lie down in the mud. One or two were down previously with Turkish bullets. He opened a skirmishing fire to cover the landing boats that followed. One by one these landed their freights, who followed the example of the first boat load. At length enough had accumulated. Young Scobeloff was there, a host in himself. Yolchine bade his men fix bayonets, stand up, and follow their officers. There was a rush and a cheer that rang louder in the gray dawn than the Turkish volley that answered it. That volley was not fired in vain, but the Turks did not wait for cold steel. Yolchine's skirmishers followed them doggedly some distance up the slope, but for the time could not press one far from the base. Busily, yet slowly, the craft moved to and fro from shore to shore. The Russian guns had at once opened when the Turkish fire showed that there was no surprise; but however heavy a fire may be, it will not all at once crush another fire. The Turkish shells kept falling in the water, whistling through the willows, and bursting among the columns on the flat. One shell from a mountain gun fell into a boat containing two, their gunners, and the commandant of the battery. The boat was swamped at once, and all on board perished. This was the only serious casualty, but numerous Russian soldiers were falling on both sides of the river. Nevertheless the work was going steadily on, and when, soon after seven, I went to meet Prince Mirsky on the high ground before Simnitza, the report was that already the whole brigade of Yolchine had reached the other side, that a Russian battery was there, and that Dragimiroff himself had crossed.

Of the reception the Russians received at the hands of the Turks the writer says:—

See the long row of guns in action there by the water edge, covered by the battalions of infantry, in this case a mischievous conventionality, owing to the exposure, for the Turkish cannon will not just yet be wholly silenced. Note how deftly the Russian shells pitch into that earthwork on the verge of Sistova. But the gallant gunners stubbornly fight their guns under the rain of fire, and when one gun is quiet another gives tongue. And what a mark! Half an army corps out there on the flat, with no speck of cover save that patch of willows down there. Hark to the crackle of musketry fire on the wooded slopes rising out from the cove! No wonder Yolchine's skirmishers are moving for that Turkish batterry on the sky line is dropping shells with fell swiftness among the willow trees. Sistova seems stark empty. It might be a city of the dead. But the Turkish gunners cling to their posts and their guns with wonderful staunchness and amid clouds of dust thrown up by the shells which burst around them. Nor are the single pieces among the trees wholly quiet. Shells are dropping among the troops on the flat, and the ambulance men are hurrying about with brancards of plodding toward the military surgery with heavy blood-sodden burdens. You may watch the shells drop into the water, starring its surface as they fall, as if it had been glass. What a wonder that one and all should miss those clumsy, heavily-laden craft which stud the water so thickly! A shell in one of these boats would produce fearful results among the closely-packed freight. Not less fell havoc would it work among these soldiers further on, massed there under the shelter of the clay bank. One realises how great would have been the Russian loss if the Turks had been in any great force in the Sistova position, and how, after all, the Commander-in-Chief might have been forced to take a denial, accepting the inevitable. But as the affairs stand, the whole thing might have been a spectacle specially got up for the gratification of Simnitza, enjoying the effect from the platform high ground overhanging the flats. The laughter and bustle there are in strange contrast with the apparent absence of human life in Sistova opposite. But then Sistova was a victim lashed to the stake. Those on Simnitza bluff knew that their skins were safe.

Then follows an account of the passage of Prince Mirsky's division:—

Prince Mirsky has received his reports and final instructions. He gives word to his division to move down on to the flats to be in readiness to cross. Previously, their march finished, they had been resting on the grassy uplands behind Simnitza. As we leave the plateau the cry rises that a Turkish monitor is coming down the Danube. Sure enough, near the head of the island, is visible what seems to be a large vessel with two funnels moving slowly down the stream. Now the ferryboats may look out. Now is the opportunity for some dashing torpedo practice. But the Russian officers evince no alarm—rather, indeed, satisfaction. The fact is, as we presently discern with the glass, that seeming monitor is really two large lighters lashed together, which the Russians are drifting down to assist in transporting the troops. No person is visible on board, yet someone must be steering, and the course held is a bold one. Slowly the lighters forge ahead, past the very mouths of the Turkish cannon in the Sistova battery, and are barely noticed by a couple of shells. They bring to at the Roumanian shore higher up than the crossing place, and wait there for their freight. Prince Mirsky takes his stand at the pontoon bridge to watch his division file past, and greet the regiments as they pass him. But in front of the 9th Division comes a regiment of the brigade of riflemen formed especially for this war, and attached to no army corps. This brigade is armed with Berdan rifles, and comprises the finest marksmen of the whole army. Prince Mirsky's division is made up of four historic regiments which suffered most heavily in Sebastopol during the greater siege. They are the regiments of Yeletsk, of Sefsk, of Orloff, and of Briansk—the 33rd, 34th, 35th, and 36th of the Russian line. Very gallantly they march down the steep slope and across the bridge on to the swampy flats. Soon there greets them the scarcely enlivening spectacle, the surgery of the second line, where the more serious cases were being dealt with before forwarding them to the house hospitals in Simnitza. As we passed about twenty shattered creatures were lying there on blood-stained stretchers waiting their turn at the hands of the doctors. More than one I noticed required no further treatment than to be consigned to a soldier's grave. Beyond the first swamp we met a fine young officer of the Guards, carried on a stretcher, with a shattered leg. But the plucky youngster raised himself jauntily on his elbow to salute the general, and wrote a telegram in my note-book to acquaint his friends that he was not much hurt. A little further on, as we were passing the rear of the guns, the Archduke Nicholas the younger, son of the commander-in-chief, rode off from the battery to greet our general. The members of the Imperial family of Russia do not spare themselves when other subjects of the Czar are exposing themselves on the battle field. In Russia it is not the fashion that lofty station gives exemption from the more dangerous tasks of patriotism. The young Grand Duke had been across the Danube, and was in high spirits at the success of the enterprise.

Continuing his narrative on June 29, the same correspondent says:—

During the whole afternoon, evening, and night of the 27th, the troops kept crossing as quickly as circumstances would permit. The number of boats was augmented in the course of the day to about 300. General Dragimiroff followed up the retiring Turkish infantry, who fell back in the direction of Rustchuk, Their rear maintained a desultory skirmish till the summit of the heights was reached, and then they ran for it, pursued for a short distance by the Russians, both infantry and Cossacks, the latter being in but scanty numbers. Just as night fell General Dragimiroff brought up a battery of horse artillery in pursuit, which kept up a brisk fire for some little time.

Sistova was occupied on the afternoon of the 27th. A detachment of Cossacks wound up the glen of Jerkir Dere at the mouth of which was the landing place. It then inclined to the right scouting along the footpaths, among the fields and gardens, poking its way cautiously along. The strongest detachment crept cautiously westward on Sistova. The leading files first peered into the shattered earthwork, where two dismounted field guns were found, and then gradually felt their way into the town, peering round the corners of the streets, and patrolling onward by twos and threes, until, with infinite patient circumspection, they had gone through the whole place. Some few houses which presented a suspicious aspect were entered. Sistova was found to be almost empty. Scarcely any Turks were left.

On the 28th the proceedings of the crossing were temporarily interrupted by the sudden appearance of a monitor steaming slowly up the stream.—

It appears that she worked her way out through the lower end of the channel behind the island of East Mardim, and had run the risk of torpedoes. Puffs of smoke rose from the Russian field battery opposite the western end of that island, and more distant reports betoken the return fire of the monitor. She passed the battery, taking its fire in so doing. This lasted about an hour and a half. There was a general rush back from the water's edge to the pontoon waggons. The infantry waiting to cross fell back for cover into the willows. The columns leaving Simnitza reversed their marched there was something like a stampede of the baggage waggons. The bridge had already been begun and it was felt that the monitor might do infinite harm. Her smoke drew nearer as she slowly steamed up the stream until at length she was in the same reach as the crossing place. There she stopped, and there she supinely waited for nearly two hours, neither moving nor firing a shot. The Russians made no attempt to dislodge her, so far as was apparent, but she inexplicably withdrew of her own accord, steaming away slowly down the river. All this arrested the crossing, the boats huddling up against either bank, and the construction of the bridge was also delayed.

The Emperor, with the Czarewich, arrived on June 28th at Simnitza.—

His Majesty immediately visited the wounded, who numbered about 400, some in tents, some in houses. They are to be sent back by the Giurgevo and Bucharest Railway. In the afternoon of the 29th the Emperor crossed the Danube, and went round the troops on Turkish soil, where he was received with tremendous enthusiasm. He visited Sistova, and returned at seven. He was urgent for the speedy completion of the bridge, and inspected the progress of construction both going and returning. In the evening he sent an aide-de-camp round the hospitals to distribute thirty crosses of St. George to the most valiant of the wounded. General Dragimiroff, who displayed skill and courage in no ordinary degree, receives special distinction.

The following is the official despatch sent by Abdi Pasha from Sistova, giving an account of the crossing of the Danube by the Russians:—

The enemy to the number of 2,000 men crossed the river in 200 boats on June 27, at a point where there was a single company of troops stationed as an advanced post. They gave the alarm, and Ahmed Pasha took the necessary defensive measures. The enemy continued crossing, and lost 4,000 men killed or drowned, besides twenty-four guns, which sank in the river. We have lost 224 men. The enemy's forces continuing to increase, our troops were compelled to fall back. Telegraphic orders have been despatched to prevent the Russians crossing at other points.

On crossing the Danube the Czar issued a proclamation to the Bulgarians, which promises a thorough reorganisation of the administration throughout the provinces, and which is said to have caused serious disquietude at Vienna.

THE WAR IN ASIA.

(BY TELEGRAPH.)

BERLIN, JULY 5.

RUSSIAN official intelligence explains recent occurrences in the Asiatic theatre of war. General Loris Melikoff, having reached Araxes Valley by Kars and Kagisman, was marching west in the direction of Erzeroum, when the Turks, occupying a fortified position at Zewin, menaced his right flank. To prevent being attacked in front and rear, General Loris Melikoff, before proceeding further west, had to turn north and attack and, if possible, rout the enemy at Zewin. The attempt failed. General Loris Melikoff was defeated, fell back, and threaded his way to the Araxes Valley, whence he had come. At this juncture he heard that the Southern column, under General Tergukasoff, which was to have met him in the Araxes Valley previous to the joint march on Erzeroum, had been likewise defeated near Delibaba, on a southern tributary of the Araxes, and retreated towards Alashgerd or Topra Kaleh. General Tergukasoff has seemingly determined to retrace his steps to the frontier and rescue Bayazid; while General Loris Melikoff, according to the latest intelligence, intended to take up a position in the Araxes Valley and hold the road to Kars against the victorious force at Zewin.

RUSSIAN DEFEAT.

THE intelligence from the seat of war in Asia leaves us no further room to doubt of the success of the Turkish arms in that quarter, for the formal and vague official Russian denial can hardly be set against the circumstantial telegrams received from more than one Turkish source.—

After a series of sanguinary engagements, on June 30, the Russians left were defeated with much loss, and were driven in great disorder to Kara-Kilisavi; 3,000 were killed, and they had to destroy their ammunition and throw their cannon into a river to prevent them from falling into the hands of the Turks. At Kara Killissa the defeated army entrenched itself, but was attacked on July 2 by Hussein Pasha, who had advanced from Alashgerd. After a sanguinary battle, lasting for several hours, the Turks carried the Russian position, and took possession of vast stores of ammunition and provisions. Night was at hand when the fight ended, and the Turks were too fatigued to pursue the Russians, who rallied and took up a position for the night on a height a mile distant from the entrenched camp from which they had been driven. The next morning, however, they retreated in disorder with an ambulance train of 770 waggons. Faick Pasha is reported as moving north from Bayazid to cut off their retreat. It is significant that Hussein's entire corps is said to be composed of irregulars. If this be so, the disorganisation and discouragement of the Russian troops must be great indeed, or they could hardly have been driven from an entrenched position by Turkish irregulars, who, except in point of courage, can scarcely claim to be considered soldiers at all.

Upon what day the Russian centre began its retreat from Mellidoz, the strategical position in its own rear to which, as may be remembered, it moved, according to the Russian official telegram, three days ago, we know not, but on June 28 Moukhtar Pasha discovered that it was evacuated, and on the 30th he moved forward from Zewin, arriving at Mellidus on Sunday, July 1. The same day he defeated the Russians, and compelled them to abandon Sarikamuch, and marched on July 2 to Alisompie, the Russians being encamped at Benliamid. The next morning the Russians were seen to be sending their baggage to the rear, and in the afternoon retreated to the south of Kars, crossing over the heights of Ardort pursued by the Turkish cavalry. Next morning Moukhtar Pasha was at Kirkpoumia, twelve miles only from Kars, which place he was advancing to relieve. Kars, however, had already relieved itself. On July 1, the day between these two disastrous defeats of the Russian left wing, the garrison of Kars, made a furious sortie, drove the besieging army from its trenches, and forced them to withdraw from the town. Communication was then opened with Moukhtar Pasha, and as we learn from a correspondent at Constantinople, the last act of this extraordinary drama was completed on July 4 by the entrance of Moukhtar Pasha and his army into Kars.

This news, for which all the previous accounts had prepared us, cannot but have a very great effect upon the issue of the war. The Russian campaign in Asia may be safely pronounced to be a failure. The relief of Kars, as a military operation, may be taken as fairly counterbalancing the passage of of the Danube. Considering that the Turks have from the first been outnumbered in Armenia, the achievement of Moukhtar Pasha is one highly creditable to that general and to the troops under his command.

The following is the account given of the Russian defeat by the correspondent of the *Daily Telegraph* at Erzeroum. The date is July 3:—

On the Sunday and Monday of last week the Muscovites made a desperate attack on Kars. Fort Tachmos is one of the strongest and best constructed tabias protecting Kars. It commands the road to Erzeroum, and connects its fire with that of the outer entrenchments on the west side of the town. To reduce this stronghold, in the first place, the Russians concentrated their efforts during the progress of the siege. On the days named above, they renewed their attempts, with increased forces, to storm it. The Turks received each assault with equal determination repelling the besiegers with heavy loss. Finally, on Tuesday last the supreme effort was made with no better success. The Turks, availing themselves of the opportunities afforded by the serious repulse they had inflicted made a sortie in great force charging the Muscovites whilst from the entrenchments and fort a destructive fire was poured out on the retreating Russians.

Disorganised by the impetuous sortie before they had time to recover from the repulse, and subjected to the raking cannonade of the fort and batteries, the Russians made a hasty escape by the Erzeroum road, the pursuit having terminated within range of the heavy guns. Meanwhile, at Zivin, a general action was being fought between General Loris Melikoff and Ismail Pasha. A most obstinate combat was here maintained, with, for a time, doubtful results to either side. The latter, however, ultimately out-manœuvred his opponent, and, attacking him with great vigour, accomplished his defeat, inflicting losses estimated at 4,000 men, including two generals of division. Friday night, under the cover of darkness, General Melikoff made a precipitate retreat, abandoning his tents, ammunition, and a large quantity of provisions.

Saturday and Sunday (June 30 and July 1) following, the Turkish right wing took the offensive against the other Russian force at Kara-Kilissa. Here the latter made a desperate effort to maintain its ground, being entrenched in this place. Sunday afternoon the Ottoman commander, under cover of a heavy artillery fire, threw his entire force against the Russian position, moving double-quick to the attack with the cry of "Allah!" So impetuous, and apparently unexpected, was the charge of the Turks, that the defenders, terror-stricken, ceased firing, and decamped, leaving their dead and wounded, and many actually threw away their arms. They were hotly pursued and lost many prisoners. During Sunday night they continued their retreat, having burnt their tents. They threw rifles, ammunition and everything that could encumber them into the river, exploded their field magazines, and left behind them large stores of provisions, including nearly 200,000 lbs. of flour, biscuit, and other eatables.

The Circassians followed closely on the flank of the retreating army, capturing the stragglers and inflicting some additional losses. In their pursuit they were nearly capturing 740 waggons of invalided men who were wounded in the earlier engagements.

Faick Pasha, coming from Bayazid, tried to intercept this Russian column; whilst Moussa Pasha followed closely on the Russian left flank, and Mukhtar Pasha pursued the forces in his front into the very plains of Kars.

BOMBAY.

THE Austro-Hungarian Lloyd's s. s. Saturno, Captain A. Leva, from Trieste, left Aden for Bombay in the evening of the 23rd instant.

WHILE there was only slight rain at Madras on the night of Saturday last, St. Thomas' Mount, Palaveram, and Poonamallee were favored at the same time with a pretty good downpour.

EXECUTION.—The execution of Ranchordas Walji and Petamber Jeena, who were condemned to death at the last Criminal Sessions, takes place this morning in front of H. M.s' County Jail.

IT is said that the Commander-in-Chief of Madras is going to Bangalore, and intends staying there for several months, as he does not recover his health so rapidly as he could wish in Ootacamund.

COMPARATIVE statement of rainfall at Tulsi.

	Up to Saturday 21st July 1877.	Up to Saturday 22nd July 1876.
Municipal Office gauge	24·06	33·54
Municipal Bungalow gauge	23·79	37·98
Valley gauge	34·86	44·02

A CORRESPONDENT writes, "How luck differs! I know one man who only once went in for the Derby Sweep, taking three tickets, with which he drew two horses. I know another man who has taken some forty tickets annually for the past twelve years and he has never yet so much as drawn one horse in the whole time."

A SUIT FOR DIVORCE.—Mrs. Gregory, having complied with an order of the presiding Judge in chambers made on Monday last, again appeared before his Lordship on Tuesday and presented a petition to sue in *forma pauperis* for divorce on the grounds of cruelty and desertion by her husband. His Lordship referred the matter to the Acting Attorney for Paupers, for an enquiry as to whether the petitioner is or is not a pauper.

ILLEGAL DETENTION OF A MINOR.—Yesterday, at the Fort Police Court, two Mahomedan prostitutes were charged, at the instance of Mr. Inspector Chislett, with detaining one Dhondee, girl, a minor, with intent she should be devoted to the purpose of prostitution or knowing it to be likely that such minor will be used for such purpose. The case was postponed for hearing pending the arrest of one Rumma Attarin, woman, who is stated to be implicated in the commission of the above offence.

ILLEGAL POSSESSION OF MILITARY STORES.—Yesterday, at the Girgaum Police Court, a Mahomedan, named Moosajee Bhoyjeebhoy, a dealer in boots and shoes having his shop opposite the Crawford Markets' and his servant, named Essoobjee Adamjee, were charged, at the instance of Mr. Inspector Sweeney, with having in their possession military stores, viz:—twenty-one pairs of ammunition boots, reasonably suspected of being stolen or fraudulently obtained, and failing to account satisfactorily how they came by the same. Prisoner No. 2, being a servant of prisoner No 1, was discharged, and prisoner No. 1 was on his own confession convicted and fined Rs. 25, and further to pay a sum of Rs. 360, being treble the value of the boots found in his possession.

THE Rev. Luke Rivington has recently visited Central India, where his fervid eloquence has been bestowed on various sections of the community. At Mhow, for the benefit of the European residents, chiefly soldiers, he delivered two lectures with the stirring title "The brave Soldier, and the King's call." As more attractive to the English-speaking natives he gave an oration with the comprehensive title "Life." It is needless to add that the versatile Father charmed his audiences.—*Pioneer*.

ORDERS have, we understand, been issued for the survey of the country between Bhownuggur and Gondul—a country rich in cotton and cereals—with a view of connecting these States and the port of Gogo. But as during at least three months of the year Gogo is cut off from everywhere by tempestuous weather, it will be necessary to link the proposed line with Bombay by another running north to Wudwan on the Bombay and Baroda system. This route will be rather circuitous, and shorter, and cheaper communication with the capital of Western India would be afforded by continuing the proposed railway to some port on the west side of Kattywar; but the Rajah of Joonaghur, through whose territory such a line must run, is understood to refuse either to contribute to or to countenance the undertaking. We believe that funds for the line projected are forthcoming from the surplus resources of Gondul and Bownuggur.—*Id.*

CHOLERA IN POONA.

WE are glad to notice that Colonel Britten, our energetic Cantonment Magistrate, is using very strict measures to check the progress of cholera in the Poona cantonment. He has ordered the Karrackwala pipes in the cantonment to be kept open in order that the water passing through the nullas may thoroughly wash away all the filth that may be lurking about them. He has also posted sepoys at various parts of the cantonment to see that every nook and corner is kept thoroughly clean. Colonel Britten works hard and does not spare himself. He personally inspects all that is going on to prevent the spread of cholera at this station.

We are glad to say that Dr. Sexton has given orders that all the cases of cholera that occur in camp should be at once reported to him, in order that he may personally visit the patients and render them medical aid. This is a very good work. With such energetic men as Dr. Sexton and Colonel Britten amongst us, we are sure that cholera will, with the blessing of God, be held in check.

We are glad to hear that cholera has disappeared from the Camp erected near the Yerowda jail for the bandsmen of His Excellency the Governor's band. Though there were three cases of cholera, only one proved fatal, and as far as we are able to learn no case has occurred since Saturday last. It is curious that whenever cholera prevails in Poona it is sure to appear in the neighbourhood of Gunnesh Khind—not at Government House, but rather in the neighbourhood of the temple. His Excellency Sir Augustus Spencer's son-in-law, it may be remembered, died of the disease when there was not a case in Poona cantonments, and only a few in the city. The sanitation of the insignificant villages in the neighbourhood of the temple ought to be looked at. The neighbourhood of Hindu temples is often a hot-bed of cholera. Jejurie used to be looked upon as the plague-spot of the Deccan until the sanitation of the priest's village was attended to.—*Deccan Herald.*

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 24th July 1877.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·774
Temperature of the Air	84·1
Wet Bulb Thermometer	79·5
Dew Point	77·5
Relative humidity of Air	·820
Extent of cloudy sky (the whole sky clouded—8)	6·4
Maximum temperature of air (read at 6 p.m)	88·0
Minimum do. do. (read at 9-30 a. m.)	81·0
General Direction of wind	WSW, W, WSW.
Movement of wind in 24 hours	377
Fall of Rain	0·00
Total fall during month	7·62
,, ,, ,, year	42·99

DEATH OF H. E. THE GOVERNOR GENERAL OF PORTUGUESE INDIA.

THE alarming symptoms of aneurism which recently occasioned so much anxiety for the condition of the Governor of Goa, terminated fatally on Tuesday last. The latest intelligence by letter was re-assuring, and stated that the patient was improving; it was also believed that he would soon recover sufficiently from the attack to enable him to return to Portugal. The fatality, though not in itself an important event to the Portuguese community, possesses some interest from having taken place at the seat of Government where, we believe, with the exception of Affonso Albuquerque, the conqueror of Goa, who died in the port, when on the eve of returning to Portugal, and the Baron of Saboroso, no Portuguese Viceroy has died at Goa. There is little that can be said about deceased's Viceregal career. As an individual he was kind and courteous, and those who knew him intimately will deplore his loss sincerely.

BOMBAY TOWN COUNCIL.

AT the weekly meeting of the Council held on Tuesday last, there were present:—Mr. J. M. Maclean, Chairman; Sir Frank Souter, Kt., C. S. I., Dr. Blaney, Mr. T. B. Kirkham, the Hon. M. A. Rogay, Messrs. Dossabhoy Framjee, C. S. I., Raghunath Narayen Khote, and Nowrojee Furdoonjee. The Municipal Commissioner and the Executive and Deputy Executive Engineers were also present.

STREET IMPROVEMENT.

Sanction was given to the taking up of the following pieces of ground required for street improvement:—28 44 square yards or thereabouts at Nos. 111 and 112 Cammatteepoora, 2nd Street Cross Road, from Munjee Khetsee at Rs. 5 per square yard. 199·70 square yards or thereabouts at Nos. 226 to 231 Breach Candy Road, Girgaum, from Mr. Dinshaw Manockjee Petit at Rs. 15 per square yard.

A letter from the Assistant Engineer, No. 3555, dated 16th instant, being a reply to a reference made by the Town Council, No. 884 of 1877, in connection with the taking up for street improvement of 0·95 of a square yard of ground from Irrumbai, wife of Goopa Sawoo Pochattee, was read and recorded.

The seal of the Corporation was affixed to a conveyance from Memon Hajee Esmael Cassum of 7·50 square yards of ground taken up for the improvement of Sheik Ali Junjeekur Street. The amount of compensation sanctioned by the Council was Rs. 20 per square yard, but this rate, on appeal to the Senior Magistrate of Police, was increased to Rs. 72-11-8 per square yard. Sanction was given to the payment of Rs. 52-11-8 per yard over and above the Rs. 20 already sanctioned. The total at Rs. 20 per yard was Rs. 150-3-2, and the additional sum awarded by the Court was Rs. 395-4-4 plus Rs. 30 for costs. Total additional cost Rs. 425-4-4.

CONTRACTS FOR WORK.

The seal of the Corporation was affixed to three contracts entered into with Nagoo Sayajee:—(1) for constructing a road on Tardeo Flats; (2) laying pavement in the side gullies on Girgaum Back Road; (3) ditto do. on Breach Candy Road.

CLOSING OF A WELL.

Sanction was given to the closing of a well at No. 102, Churney Wady, belonging to Mr. Pandlick Mungesh.

THE DESICCATOR.

Further consideration of the papers relating to the removal of the desiccator was postponed.

GOVERNMENT GRANT FOR THE POLICE.

The next matter was a memorandum from the Municipal Commissioner forwarding letter from Government, No. 2,099, dated 18th instant, General Department, stating that the Accountant General has been directed to pay to the credit of the Municipality the sum of Rs. 90,000, being the State contribution for the year 1877, towards the cost of the Bombay Police. The Government letter is as follows:—

To the Municipal Commissioner, &c.

Sir,—I am desired by His Excellency the Governor in Council to inform you that Government, having reconsidered the matter, have directed the Accountant General to pay to the credit of the Municipality the sum of Rs. 90,000, being the State contribution for the year 1877 (cheers) towards the cost of the Bombay Police—I have, &c. D. MACKENZIE,

For Chief Secretary to Government.

Mr. Raghunath—Was this letter received in answer to our representation?

Dr. Blaney—No, I think it was spontaneous.

Mr. Nowrojee—I think it was probably in answer to our representation.

Mr. Raghunath—Am I to understand that the contribution will be continued from year to year?

The Chairman remarked that nothing was said about the contribution being an annual one.

Sir Frank Souter thought that the subject would be considered by Government from year to year.

The letter was ordered to be recorded.

TULSI WATER WORKS CONTRACT.

The next subject was a petition from Mr. E. H. Bran, sub-contractor, Tulsi Water Works, dated 16th instant, praying that Messrs. Scott, McClelland and Co., the principal contractors, may be called upon to settle his claim on account of losses incurred by him in consequence of the failure of Messrs. Scott, McClelland and Co. to supply him, according to agreement, with water to carry out earth work in Dam No. II, and requesting that no payments be made to them until they have settled this as well as his other claims on account of extra work done by him for them.

Mr. Raghunath said he thought the Council could not entertain the petition. At that rate they should have all sub-contractors coming to them.

The Council decided not to interfere in the matter.

MISCELLANEOUS.

Sanction was given to the payment of Rs. 170 to the Forest Department being the price of trees cut down by the Executive Engineer's Department at Tulsi, to be debited to the new loan.

A petition from the havildars and peons of the Municipality, dated 17th instant, praying that owing to the alleged rise in the prices of the necessary articles of food, they be granted grain compensation, was then read.

Mr. Raghunath thought that the Municipality should follow the lead of Government in the matter.

Mr. Kirkham said that, as far as he knew, the statement that Government had given their peons compensation was not true.

Sir Frank Souter—It is not true.

It was finally decided that the petition could not be complied with.

THE PRINCE OF WALES'S STATUE.

The Chairman then read the report of the sub-committee which had been appointed to consider the best site for erecting the statue of H. R. H. the Prince of Wales. The committee reported that the most desirable site is that at present occupied by the standard lamp at the junction of the four roads fronting the Church Gate Street Station of the B. B. and C. I. Railway.

Dr. Blaney suggested that the statue should be placed between the Post Office and the Public Works.

Sir F. Souter said the road there was too narrow.

Mr. Dossabhoy Framjee said no one could see the beauty of the site which had been selected till he went in person to the spot.

Mr. Kirkham asked if His Royal Highness was to be placed riding towards the station or towards the Town Hall.

The Chairman said they would have to place the statue in various positions, and see which was the most suitable.

The Council then resumed the discussion on the new Drainage Scheme for the city, which was reported by us yesterday.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement of Traffic, for week ending 21st July, 1877.

Open, 444 Miles.	Rs	a.	p.
Coaching	36,501	0	0
Merchandise	31,959	0	0
Other Receipts	200	0	0
Telegraph	649	0	0
Total Rs.	69,309	0	0

Corresponding week in June 1876.

Open 430½ Miles.	Rs.	a.	p.
Coaching	35,321	0	0
Merchandise	15,877	0	0
Other Receipts	45	0	0
Telegraph	319	0	0
Total Rs.	51,569	0	0
Increase Rs.	17,747	0	0

THE CHARGE OF DEFAMATION AGAINST THE EDITOR OF THE *TIMES OF INDIA*.

THE hearing of the charge against Mr. Grattan Geary, editor and publisher of the *Times of India* newspaper, of defaming Messrs. Crawford and Boevey, solicitors to the Bombay Municipality, was continued yesterday before Mr. Webb, Chief Presidency Magistrate Mr. Craigie (Craigie, Lynch, and Owen,) again appeared for the prosecution, and on this occasion Mr. Payne (Jefferson and Payne) appeared for the defence.

Mr. Leslie Crawford again appeared in the witness-box.

The letter written by Messrs. Craigie, Lynch, and Owen, to Mr. Geary after the publication of the article complained of having been put in and read,

Mr. Payne said that before beginning to cross-examine Mr. Crawford, he desired to make a statement which Mr. Geary wished to appear, and which he (Mr. Payne) thought was due alike to Mr. Geary and to Mr. Crawford. The charge brought against Mr. Geary was that he had imputed that Messrs. Crawford and Boevey, in giving certain opinions as solicitors to the Corporation, had not expressed their *bona fide* opinions in reference to the matters submitted to them, but had manufactured those opinions for the purpose of obliging Mr. Maclean, and that Mr. Crawford had mixed himself up with irregular proceedings designed by a certain party for personal purposes. Mr. Geary wished it to be distinctly understood—and of course this statement was made without any reference to any course the prosecutor might choose to adopt in future—that he never made either of these imputations in the sense in which they appeared to have been understood by Mr. Crawford,—that he never intended in the slightest degree, nor did he now or at any time intend to convey any imputation whatsoever as regarded Mr. Crawford's honour, or his professional character as the solicitor of the Corporation, or of the High Court, and Mr. Geary desired him (Mr. Payne) to say that he emphatically repudiated any such idea. If any such idea had been entertained, or if any person had formed that opinion that an imputation was conveyed by the language used—and Mr. Crawford and Mr. Craigie seemed to have done so—Mr. Geary desired him to say that he entirely withdrew it, and regretted that there should have been anything in the language which should be thought to convey such imputations. Mr Payne added that he made these observations not in any way expecting—he would not say expecting, but—not anticipating that they would influence the conduct of the prosecution, but only as doing what he thought was right to both parties. He conceived that

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he had not trenched upon the matter which he should have to go into in cross-examination.

The Magistrate asked Mr. Craigie if he wished to consult with his client.

Mr. Craigie replied that he did not think it was necessary. It would make no difference in Mr. Crawford's intention.

Mr. Crawford was then cross-examined by Mr. Payne. He said—I have been a solicitor in Bombay for more than seven years and solicitor to the Corporation for the whole of that time. I have a pretty large practice. I generally see the morning papers at my club. I know that Mr. Maclean, the Chairman of the Town Council, is editor and proprietor of the *Bombay Gazette*. I understand him to be so.

Mr. Payne—Are you aware that long before April 1877 there have been rather warm controversy between the editor of the *Times of India* and the editor of the *Bombay Gazette*?

Mr. Craigie—I submit that any controversy which there may have been between Mr. Maclean and Mr Geary is totally irrelevant to the question before the Court.

Mr. Payne said he was really astonished at this objection. It was absolutely necessary to the defendant's case that he should go into this matter.

The Magistrate said the matter seemed to him to be both extraneous and irrelevant. He did not see what any dispute between Mr. Geary and the editor of the *Bombay Gazette* had to do with this case. He should not disallow the question because he did not intend to decide the case; it must go to the jury at the High Court.

Mr. Payne said he intended to show by his cross-examination that this case did not come under the offence of defamation as defined by the Penal Code, but was included in the exceptions to the section.

The Magistrate said he only stated that if the case proceeded, it must go before a jury. If he had intended to try the case himself, he must have charged Mr. Geary formally after hearing Mr. Crawford's evidence. He had not framed the charge because he intended to send the case for trial.

Mr. Payne then repeated his question, whether there had not long been a controversy between the editor of the *Bombay Gazette* and the editor of the *Times of India*, more violent than was usual between rival papers.

Mr. Crawford said he really could not undertake to judge as to what the rivalry usual between editors of newspapers was. He could only say that he was aware that the two papers frequently attacked each other.

Mr. Payne—And you were aware of that before the 23rd April, 1877.

Mr. Crawford—Yes, certainly. I am familiar, I think, with the Act under which the Corporation works. I must decline to give an opinion as to whether the Chairman can act independent of the Council.

Mr. Payne appealed to the Bench.

The Magistrate—I cannot ask Mr. Crawford to answer that question. It was asking the witness for a professional opinion.

Mr. Payne contended that he was entitled to put the question. His case was that Mr. Maclean took the opinion without authority, and did it for party purposes, and that Mr. Crawford was mixed up with that transaction, and he was entitled to show that Mr. Geary, as a public journalist, had a perfect right to comment on a public matter of that kind. He wished to ask Mr. Crawford whether he did or did not know when the opinions were asked, that Mr. Maclean was acting irregularly. He did not know how he was to defend his client if he was stopped at every question. He wished to show that Mr. Crawford, as a solicitor acquainted with the Municipal Act, ought to have known that the whole thing was irregular,—that not only had Mr. Maclean no authority to ask for these opinions, but the Town Council had no such authority either, and that he (Mr. Crawford) was "obliging" in the sense of giving an opinion that he ought not to have given. Mr. Payne finally put his question in this way—Did it strike you, Mr. Crawford, when you gave your opinion of the 23rd of April last, that Mr. Maclean, the Chairman of the Town Council, could not act without the authority of the Council?

Mr. Crawford—It did not strike me; I did not know that Mr. Maclean as an individual had anything to do with asking for the opinion.

The cross-examination being continued, Mr. Crawford further said—If I had known it, I cannot say whether I should have declined to give the opinion, without knowing in what form the instructions might have come to me. Had the Chairman himself asked it I think I should have given it. As to whether the Town Council can decide upon the eligibility of candidates, I decline to give an opinion unless I am told, and then I should only do so after considering the Act very carefully. I have not considered the point. I do not recollect any instance of the Town Council deciding on the eligibility of a candidate. I do not remember being asked for an opinion as to the right of a gentleman to sit on the Town Council or to become a candidate for election before this occasion. I suppose that the charge for any opinion that I may give to the Town Council comes out of the Municipal Fund. The question submitted to me in April last was not merely as to whether there was any objection to the substitution of the names of the proprietors of the *Times of India* in the contract instead of that of Mr. Gerry. I was asked to consider that point in relation to certain sections of the Municipal Act,—sections 9 and 53. The written question put to me says so. As a matter of fact those two sections have nothing to do with that point. It struck me that the question was clumsily put to me. I do not recollect seeing a report in the *Bombay Gazette* of the 18th of April of the proceedings of the Council on the 17th. I notice that in the letter asking for the second opinion, Mr. Barrow does not state who put him in motion regarding it. That did not strike him when he was asked for the opinion. He considered that all he had to look to was who instructed him, and Mr. Barrow was the gentleman who conveyed the instructions of the Council to him. I was aware that Mr. Maclean wanted that second opinion urgently, but as to who had ordered it to be given I knew nothing whatever beyond the letter itself. I did not know that there had not been a meeting of the Council on that day. The ordinary day of meeting is not on Saturday. With regard to the first opinion, I do not know positively whether it was asked for by the Town Council; I know the point has been raised. I cannot say I know, but I believe the second opinion was not asked for by the Town Council. I consider the tone of the article complained of generally points to the imputation mentioned in the two sentences I have particularly mentioned in my information. The only particular passage I can point out is the last sentence but one of the article, "We consider the Nemesis which has overtaken the Chairman has trodden very closely on the heels of Messrs. Crawford and Boevey." I consider that points very strongly to the imputation. I should not consider it my duty to take into account whether a matter submitted to me would be properly chargeable to the Municipal Fund, so long as it comes to me in the ordinary regular way. I certainly considered and consider now that I was bound to give my real opinion. If a matter came before me with which I thought the Town Council had nothing to do, I should give an opinion, if I was asked, in a regular and proper way, and should tell them that I thought they had nothing to do with it.

Re-examined by Mr. Boevey—The Town Council are my clients, and if they asked my opinion on any point whatever, I should certainly give it. If an application came to me through the secretary of the Town Council for an opinion, I should certainly consider that it was asked for by the Town Council.

Mr. Craigie put in a copy of the *Times of India* containing Mr. Barrow's letter to Messrs. Crawford and Boevey to with the view of showing that Mr. Geary being the editor and publisher of that paper, must have been aware that so far as the complainants were concerned they must have been under the impression when they gave the opinion that it was asked for by the Town Council.

This concluded the complainant's case.

The hearing was adjourned at this stage to Friday afternoon, Mr. Payne stating that as he had failed to get certain information which he had expected from Mr. Crawford in the witness-box he should probably have to call one or two witnesses.

GROSS INSULT OFFERED TO AND ATTACK ON A MAGISTRATE.

We have received the particulars of a case lately disposed of by Mr. Thomas, the District Magistrate of Tanjore, which appears to have created some excitement in that District, in consequence of the insult and violence offered to the Magistrate by the prisoner in the case. The judgment in the case being rather lengthy, we content ourselves with stating an abstract of the case, to which is annexed an extract from the judgment which treats particularly of the "contemptuous conduct" of the prisoner.

The prisoner was a German named Schroer, who appears to have resided some time in Cochin, and while there, he became acquainted with the complainant, a Mr. French, son of Col. French, 34th M. N. I. The complainant, a young man of about 22 years of age, was induced by the prisoner to follow him to Ceylon in expectation of getting an appointment there. On their way they came to Tanjore and put up at the Travellers' Bungalow. Knowing that Mr. Thomas was a friend of Col. French, the two paid a visit to the former, in the course of which Mrs. Thomas seems to have suspected the conduct of Schroer, and soon learned that the complainant had been cheated of a large sum of money and other property by Schroer who was accordingly put on his trial and sentenced to undergo rigorous imprisonment for three months and to pay a fine of Rs. 440, of which Rs. 160 was ordered to be paid to the complainant as compensation for the injury sustained by him.

The District Magistrate informed him (Schroer) that his presence would be required till matter was cleared up. He, however, declined to stay and being informed that forcible detention was the alternative, challenged it, promising violence to any one who arrested him. The District Magistrate having no European Constable present and not wishing to anger a European by introducing natives unnecessarily, himself touched him and informed him he was formally under arrest; but he began to move away, still threatening violence. The constabulary and the peons present were then called on to detain him. He struggled violently, kicked and bit, so that it was necessary to bind him hand and foot. Irons being produced, he pleaded against their use, and the ropes were retained on his arms till the Zillah Surgeon should arrive and judge if he were the dangerous lunatic he seemed, for he used the utmost violence in struggling, and in language foaming at the mouth, spitting at the District Magistrate, biting whenever possible, kicking, banging his own head on the floor, refusing to sit on a chair, and vociferating incessantly. The Zillah Surgeon being of opinion that the violence arose from drinking and exposure to the sun, the trial was postponed till the next day, and no notice was taken of the accused's contemptuous conduct, which included also the foulest abuse of the Court, breaking a pot and flinging a sherd at the Court, walking about and whistling with his back to the Court while being addressed, and making water. * * *

H. S. THOMAS,
20th June, 1877. District Magistrate.

The prisoner, though undefended, raised a question of law in his defence that his acts did not constitute cheating, inasmuch as everythig he did was with the consent of the complainant, and the money was spent for the benefit of both. The Magistrate did not agree with the prisoner, and convicted him. The sentence has been appealed against, and we await the decision of Dr. Burnell in the case.

As the case is still *sub-judice*, we refrain from any comments at present; but we must state that Mr. Thomas would have done well if he had let the case be tried by another Magistrate, seeing that he had taken an active part in arresting the prisoner, and that the arrest, &c., took place in his own bungalow.—*Madras Athenæum.*

WESTERN INDIA GRAND ANNUAL HUNT RACES.

THE above Races will take place on the 28th July.
The entries are as follows:—

POONA HUNT STAKES.

Mr Anderson's .... c a h Fatty
Major Utterson's ...... c a h Deception
Mr Finley's............ c a h Merodach
Mr Elliot's ....br a h Pirate
Mr Jackson's........... b a h Sportsman
Royal Confederacy ... b a h Haphazard late Tommy

HOG HUNTERS' PURSE.

Mr Hotham's ....br aus m Empress
Mr Elliot's ....br aus gel Touchstone
" " .... g aus m Camelia

TALLY HO STAKES.

Mr Hotham's ....br aus m Empress
Mr Elliot's ....br aus gel Touchstone
" " ....br aus m Camelia
Mr Joyner's .... c c gel Outcast
Mr Webb's .... br aus gel Boscommon
Capt Hum r y' ... . Warrior.

S. W. TYNDALL, Captain,
Honorary Secretary

THE LOSS OF THE MEIKONG.

(*The Englishman.*)

THE following letter is another contribution from one of the passengers giving particulars of this terrible disaster:—

As I believe the loss of the M. M. S. Meikong will excite some interest in India, I send you a narrative of the unfortunate event. The Meinam left Calcutta on the 3rd June, and duly arrived at Galle on the 10th idem. We left Galle the same evening in the Meikong, and as the Captain took a southerly course, we escaped the full force of the S. W. Monsoon for several days, but got the usual wind from 15th to the 17th June. We expected to reach Guardafui during the night of the latter day. It was a fine moonlight night, and about 11-30 p.m. the high land was distinctly visible. About midnight the vessel struck head on to the shore at Rassallah, the low land between Cape Guardafui and a headland about four miles distant in a southerly direction. After grounding, the steamer canted round broadside on to the shore. The passengers were awakened by three severe bumps, which brought them all on deck to ascertain what had happened. Two of the passengers who were on deck at once knew the cause, having noticed the proximity of the land some time before the ship struck. At once a scene of confusion and terror spread throughout the vessel; the saloon was filled with ladies and children, whose shrieks and cries added to the general dismay. On reaching the deck, the steamer was found leaning over towards the land, which appeared to be not more than a hundred yards from the starboard side and which the commander informed us was the mainland of Africa. Ahead of us we could see a high, prominent headland, whilst on our starboard we could discern a lowlying coast, with the surf beating angrily upon it. All this while waves broke continuously over the Meikong, pouring over the awnings, down the hatches and saloon skylights, which in the most unaccountable manner were left open. The first action of everyone seemed to be to secure a life-belt, some of these hanging in each cabin. No orders having been heard or instructions given, the passengers were left entirely to themselves to assist each other as best they could, and to support and encourage the ladies and children. After some delay, three boats were consecutively lowered, by which a few of the male passengers got away. The ladies and children were not allowed to leave, in consequence of the high surf and ignorance of the coast. By the second boat a rope was conveyed ashore, and made fast. The third boat alone returned to the steamer, full of water, and the sailors were hauled out of it by ropes. Out of the second boat, two sailors unfortunately lost their lives in the surf. It was at this time the Captain decided to delay the disembarkation of the passengers and crew until daylight. The four hours and a half which intervened before dawn was a terribly anxious time for all on board. There seemed to be no order maintained; no means, by casting the lead, or otherwise, was taken to discover the exact position of the vessel on the rocks. No signals of distress were exhibited, nor was there observed any energy, or leading part being taken by any one of the officers of the Meikong to insure our safety, or to organize any means of escape; whilst all parts of the vessel were filled with groups of Chinese servants, stokers, stewards, &c., all seemingly bent on taking care of themselves, and securing their own property, regardless of the passengers, whilst in some instances cabins were ransacked. All that was done in the before-mentioned time was to bring one of the three remaining boats on board from the port to the starboard side. During this time no attempt was made or advice given to save or secure any valuables or cabin luggage, nor were the passengers told to put on other garments than those they stood in, which in many instances consisted only of night clothing. From time to time the sea struck and broke violently over the vessel, bumping her on the rocks, and exciting doubts amongst the passengers if she would hold together till the morning. At about 4 a. m. on the 18th we were made aware, by a shout from the party on shore, of the lights of a steamer approaching on our port quarter, and the Captain then for the first time sent up rockets, and himself held blue lights over the stern. Three guns were also fired, and we had the extreme satisfaction of seeing our signals replied to by the Glenartney, bound from China to London. At dawn, disembarkation commenced with one small boat, which was hauled backwards and forwards through the surf by means of the rope fixed on shore; and thus all were eventually landed in safety. The Captain had in the meantime sent a boat with an officer and crew to communicate with the steamer lying in the offing, making signals, which, however, were not replied to by the Meikong. In consequence of the high sea running at the time, this boat was unable to reach the Glenartney, and would have been unable to communicate with her had not Captain Gulland lowered a boat, and so reached them when the sailors were almost exhausted. This boat was unable to return to the Meikong, and was ultimately abandoned on the shore, the officer and crew returning on foot. The passengers on leaving the Meikong were prevented by the officers from taking with them into the boat even the very smallest packages, such as small band-bags, shawls, clothes, &c., being assured that all the baggage would eventually be brought on shore; so that in many instances passengers went to their cabins, before leaving, safely packing everything, and taking absolutely nothing with them. On reaching the shore we found ourselves intermingling with numbers of the natives (Somalis) all armed with swords, knives, or spears, and in some few instances with matchlocks; but to all appearance they were not disposed to be hostile. The English passengers were fully occupied as they landed in making the ladies and children as comfortable as possible in these trying circumstances, drying clothes, collecting chairs, and rigging up sails as a protection from the burning sun, and also in keeping at a distance inquisitive natives. There was no officer on shore to direct, until the Commissaire arrived, bringing with him a few bags of ship's biscuits, drenched with salt water, and a few bottles of claret; and nothing was known as to what was to be done. But the first officer and a sailor from the Glenartney appearing in our midst, very exhausted, having come overland, brought the welcome news that their vessel was lying in a small bay about ten miles off on the other side of Cape Guardufui, waiting to re-embark us, and they urgently requested that the first detachment of passengers should start, and make their way to the steamer, in order to inform Captain Gulland that the remainder would shortly follow. This was done, about a dozen leaving at once. By 2-15 p.m. the crew were all landed, no one being left on board but the Commander, first officer, and a few others, who brought with them all that was saved—viz., the diplomatic despatches, registered letters, ship's papers, instruments, arms, &c. Up to this moment the Commander had not decided upon the entire abandonment of the vessel; but he and the Commissaire assured several passengers their baggage would be saved. The Captain of the Glenartney, who had himself walked over from his ship, stated that he would wait until 8 o'clock next morning, and also lend a portion of his crew in saving anything that was possible, which offer, however, the Commander of the Meikong at the last moment declined. To prove the practicability of saving the valuable portion of the cabin baggage, it may be here observed that one gentleman, on the promise of a reward to one of the crew, obtained his two despatch boxes from his cabin, this being just previous to the Captain's decision to abandon the steamer. Some time before the Captain left the vessel, some natives had swum to and were allowed on board, and were observed collecting and throwing overboard anything they could secure. Leaving this magnificent vessel, with a very valuable cargo, mails, passengers' baggage, all abandoned, lying on a fairly even keel within a hundred yards of shore, and in a comparatively smooth sea, to the crowds of Somalis who were now swarming over it, the remainder of the passengers, officers, and crew commenced their march across the burning desert which separated them from the bay in which the Glenartney was lying. Owing to the forethought and activity of some of the English passengers, some of the ladies and children were carried in chairs lashed upon oars, which partly by bribes, and partly by promises of money, they induced the black stokers to carry, without which the ladies and children must inevitably have perished. Along these ten miles of soft burning sand, under a scorching sun, without water, food, or any means of sustenance, was to be seen a long straggling train of people, in many cases shoeless, hatless, and half-clothed (some in their night dresses); whilst those of the crew who ought to have assisted the weak and failing were fully clothed, and carried with them their bundles and packages, including such trumpery as parrots, monkeys, &c. It was a most heart-rending sight to see tender ladies, some walking in slippers, half-dead with thirst and exhaustion, struggling for their very lives to attain the end of the journey; and too much praise cannot be given to those of the first-class passengers, who, forgetful of themselves, did all in their power to render assistance on this trying occasion. On arrival on the beach, we found the boats of the Glenartney ready to receive and convey us on board as fast as possible, and they thoughtfully supplied us with fresh water, which was eagerly swallowed by one and all. Here we heard also of the sad news of the death by exhaustion of one of our first class passengers of the first detachment, and also of that of the Commissaire by sunstroke. At length, all the others having arrived safely on board the Glenartney, we left the bay at about midnight for Aden, where we arrived about 10 a.m. on the 20th, having in the meantime experienced unexampled kindness and generosity from Captain Gulland, his officers and crew, who not only gave us all the food we could desire, but gave clothes to those who were in actual need of them. And but for their gallant and willing help, the loss of life amongst the passengers would undoubtedly have been very great. The passengers were requested to meet at the Messageries Maritimes office at Aden on the 22nd to hear a report of the Captain of the Meikong read with reference to the loss of his ship and the abandonment of the baggage. It contained so many statements which were not considered in accordance with the facts that it consequently was not signed by any of the English passengers. The latter, before leaving Aden, handed in to the Political Resident a protest signed by a number of them, which contains the foregoing facts. There are to be added a few additional statements. H. M.'s troopship Tamar passed Cape Guardafui on the evening of the 18th, 5-30 p.m., and seeing the French colours and Company's flag, which had been left flying half-mast high, she stood in, and signalled for some time; but receiving no reply, and being short of coal, proceeded at length on her way to Aden. On the 20th, in the afternoon, the French troopship Finisterre also passed the weak, but lay to, and sent on board a party of men, with strict orders to touch nothing. They found the wreck in the possession of Somalis, who were feeding on the sheep and other live-stock of the vessel. The French party easily drove them off, and after examining all parts, left the wreck, one man bringing with him a photographic album out of the saloon, belonging to one of the first-class passengers. It is now in the hands of the owner, perfectly dry and uninjured. From the foregoing I wish to draw attention to the several points of complaint which we made. By whose mistake or negligence this steamer was on a moonlight night run on shore at full speed between Cape Guardafui rising about 900 feet from the sea, and the headland lying about four miles south of it, it is for the French authorities to discover. As I have said before, the shore was noticed some minutes before the vessel struck, by passengers on board. Why were there not signals of distress exhibited until the Glontney was sighted by the party on shore? Why was no lead thrown to discover the actual position of the vessel on the rocks? Had there been deep water astern or astern, we might have slid from where we struck, and been engulphed at any moment. How was it that no attempt was made to prepare to save anything during the hours we awaited daylight? With twelve officers, including engineers and a crew of over 150 men, with nearly five hours at their disposal, and already possessing a rope communication with the shore, it is almost incredible to believe that nothing was done, and nothing whatever was saved, except as already stated; but, on the other hand, the passengers were prevented taking with them trifling packages, being assured that their cabin luggage would follow them. There is little more to add respecting this great calamity. That the officers were content to see ladies and children, young and feeble, toiling over that dreadful burning desert, sinking for want of that which a little forethought and care could have so easily supplied, is perfectly astounding. So satisfied were the English passengers of the probability of saving the greater part of their baggage, &c., that they prevailed on the Political Resident at Aden to offer H. M. S. Vestal for the protection of the wreck. This offer was declined by the French Consul, who is also the Messageries Maritimes Agent, as unnecessary; whereas, before we left Aden, Arabs had already left to bring up the property which had fallen into the hands of the Somalis. There were only eighty passengers on the Meikong, including all clases and children. We leave Aden by the P. and O. Zambesi. I venture to say that so gross a case of negligence, and exposure to imminent risk of human life, omitting all consideration of property, vessel, and cargo, has never come under my notice. Whilst in a fair seaway French naval officers do very well, in an emergency they appear to be wanting in the attributes of the same class of British seamen, and this point is well worth the consideration of intending passengers from Indian ports for Europe.

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"T. A. SOMMERBY, Counsellor-at-Law,
'20, Old State House, Boston, U. S. A.'
November 6, 1875.
AGENTS:—TREACHER & Co., Bombay, Byculla, and Poo Messrs. BATHGATE and Co., Chemists, &c., Calcutta.

MILLINERY ESTABLISHMENT.
ESTABLISHED IN 1851.
MRS. LAKE,
MILLINER AND DRESS-MAKER.
A LARGE ASSORTMENT of MILLINERY of every description on hand.
SUPERIOR KID GLOVES FOR LADIES—2, 3 AND 4 BUTTONED.
SUPERIOR KID GLOVES FOR GENTLEMEN.
Ladies, own Material made up with care and taste.
Estimates forwarded for Dresses of all descriptions.
Wedding and Mourning Orders carefully and expeditiously attended to.
PRICE LISTS ON APPLICATION.
UXBRIDGE HOUSE,
No. 7, CHURCH GATE STREET, FORT, BOMBAY.

MEIFFRE, NEVEU & CIE.,
FRENCH HOUSE.
6, HUMMUM STREET,
BOMBAY.
READY MADE DRESSES.
READY MADE COSTUMES.
READY MADE TRAVELLING COATS.
READY MADE PETTICOATS
AND OTHER OVERLAND REQUISITES FOR LADIES GOING HOME.

FAVRE, LEUBA & CO.,
WATCH-MAKERS AND JEWELLERS,
NO. 23, RAMPART ROW,
BEG to call the attention of the Public to their fine Stock of GENTLEMEN'S and LADIES GOLD WATCHES, of which they would particularly recommend:—
AN OPEN FACE HUNTING or SEMI-HUNTING PATENT LEVER WATCH ...Rs. 150
This Watch possesses the same movement as our well-known Rs. 50 Watches in silver cases, or which a *gold medal* was awarded at the Broach Exhibition.
Two years' guarantee accompanies it.
A HUNTING WATCH ....Rs. 200
The cases of these Watches are very massive, and particular attention has been given to its finish both to its exterior case and movement.
A KEYLESS SEMI-HUNTING or HUNTING WATCH..........Rs. 225
This Watch possesses exactly the same advantages as the previous one, with the addition of the keyless mechanism.
And have always in stock a splendid collection of
Ladies' Gold Watch, with keys and keyless..........from Rs. 90 to 180
" " enamelled and richly jewelled Watches, keyless .... " 250 to 600
Gold Calendar Watches.......... 200
" second independent Watches.......... 250
" repeaters of every description..........from 350 to 800
" Chronograph or Racing Watches, repeating and eternal calendar " 1,200 to 2,000
From amongst their large and varied stock of Silver Watches, they would specially recommend—
A good silver crystal face Watch ....Rs. 25
" " Hunting " 26
AND THEIR WELL KNOWN Rs. 50 WATCH IN CRYSTAL FACE, HUNTING OR HUNTING CASES.
Special mention can also be made of their BRASS RAILWAY WATCH, black or white dial Rs. 40
This Watch will be found very useful and suitable for all those engaged in a district life, as it is very strongly made and will stand a good deal of hard treatment. Numerous recommendations have been given testifying to its excellency in this respect.
JEWELLERY.
A fine stock of English made Jewellery, in 9, 15, and 18 carat, always on hand.
A large assortment of CLOCKS comprising,
PALLANQUIN CLOCKS and TIME PIECES, square and round.
PENDULUM " S. M. gilt frames.
" " marble cases.
OFFICE CLOCKS of varied description.
LAMP CLOCKS.
FAVRE, LEUBA & CO.,
WATCH-MAKERS & JEWELLERS.

TRIPLE FOLDING MIRROR.
S. ROSE & Co., 9, Rampart Row, Bombay.
THIS new and very convenient form of Mirror is sure to become a general favourite. As the figure is reflected in it five times, a Lady is by its aid enabled to see herself perfectly, and without changing her position at all. It is made in a variety of neat styles, and forms a pretty ornament to a room. When the Mirror is folded it is less than an inch in thickness. The small space that it occupies, and the safety with which it can be packed, will especially commend it for use in Camp.
Small Size—10½ inches square. Rs. a.
1.—Polished Bamboo 25 0
2.—Ebony, Silk Back 37 0
Medium Size—11½ inches square.
1.—Plain Ebony 27 12
2.—Polished Bamboo 30 0
3.—Ebony, Silk Back 41 0
Large Size—13 inches square.
1.—Plain Ebony.......... 30 0
2.—Polished Bamboo 35 0
—Ebony, Silk Back 45 0
Plain Ebony, Silk Back, size 18½ in. by 14 in. 65 0
Ebony Gilt Ornamented Beadings, size 28 in. by 16½ in. 150 0
Polished Bamboo, on Stand with drawer, size 17 in. by 14 in. 80 0
The "Psyche" Glass Polished Bamboo, on portable stand, 17 in. by 14 in. 75 0
Time "Psyche" Glass, Gilt Bamboo, on portable stand, size 17 in. by 14 in. 90 0
Rosewood Frame, with gilt candle holders, size 16 in. by 12 in. 120 0
(This Glass when folded forms a double-glass.)

PLATED WARE.
Best Plated on Nickle Silver Spoons and Forks.

	Plain Fiddle. Rs. a.	Lily Pattern. Rs. a.		Plain Fiddle. Rs. a.	Lily Pattern. Rs. a.		Plain Fiddle. Rs. a.	Lily Pattern. Rs. a.
Table Spoons......per doz.	32 8	33 0	Egg Spoons........ each	1 8	2 4	Gravy Spoons .... each	5 8	8 0
Table Forks ...... "	28 8		Salt Spoons .... "	1 8	2 4	Fish Knives........ "	10 0	13 0
Dessert Spoons... "	25 0	30 0	Mustard Spoons .... "	1 8	2 4	Butter Knives........ "	3 12	4 8
Dessert Forks ... "	25 0		Soup Ladles........ "	10 0	12 0	Sugar Tongs .... "	3 10	4 8
Tea Spoons ...... "	15 8	18 0	Sauce Ladles........ "	3 8	4 8	Pickle Forks .... "	2 4	2 0

Army and Navy Cups. Beefsteak Dishes. Breakfast Trays. Breakfast Cruets. Beer Mugs. Beer and Sodawater Tumblers. Biscuit Boxes. Bottle Corks. Bread Baskets. Bread Platters. Bread Knives. Butter Pots. Butter Knives. Candlesticks, Chamber.
Carvers, Meat. Carvers, Fish. Chop or Steak Dishes. Cocktail Shakers. Corkscrews. Cream Ewers. Cruet Frames. Crump Scoops. Cutlery (Harrison Bros. and Howson.) "Carlton" Club Slide Dishes, with revolving Covers. Cheap Tea and Coffee Services.
Camp Companion. Dessert Fruit Knives and Forks. Dinner and Breakfast Frames. Dram Flasks. Dishes, "Carlton" Club. Dishes, "United Service." Drinking Cups. Egg Stands. Egg Boilers. Egg Cup & Toast Stands. Fish Carvers. Fruit Knives and Forks. Fountains Perpetual.
Ice Hammers. Ice Tongs. Ice Pails and Jugs. Ink-stands. Knife-rests. Luncheon and Breakfast Frames. Mustard Pots. Meat Skewers. Milk Jugs. Muffin Dishes. Muffineers. Mugs. Napkin Rings. Oil & Vinegar Frames. Pickle Forks.
Pickle Frames. Peg Measures. Salvers & Waiters. Sardine Boxes. Salt Cellars. Side Dishes. Sugar Tongs. Skewers. Spoons and Forks. Tea and Coffee Services. Tea Pots. Toast Racks & Egg Stands Vegetable Dishes. Wine Trays. Waiter. Wine & Biscuit Trays.

S. ROSE & CO., 9, RAMPART ROW, FORT, BOMBAY.

MESSRS. C. MARCKS & CO.'S
FIRST CLASS WATCHES.
SPECIALLY manufactured for India and warranted to keep correct time in any temperature.
Gentlemen's Gold Hunting Keyless Lever Watches, with Compensation Balance, ¾ Plate and Jewelled in 10 holes, first quality, cannot be too highly recommended ....Rs. 350
Do. Gold Semi-Hunting Do. Do. ...., 350
Do. " Crystal-Faced Do. Do. ...., 330
Do. " Hunting. Do. 2nd Quality Do. ...., 290
Gold Watches, not Keyless, from ....Rs. 150 to Rs. 250
Ladies' Gold ½ Hunting Keyless Lever Watches in plain, Engine-turned and richly chased Cases ....Rs. 225 to Rs. 250
Do. Gold Crystal-Faced Keyless Lever Watches, with Compensation Balance.........., 200
Do. Gold Watches, Cheaper Descriptions, not Keyless, Open-Faced, Hunting and ½ Hunting..........Rs. 50 to Rs. 120
SPECIALTY.
1st Class ¾ Plate Silver Semi-Hunting, Hunting and Crystal-Faced Watches of best manufacture, Chronometer Balance..........Rs. 150, 145 and 140
Silver Hunting, ½ Hunting and Crystal-Faced Keyless Watches, Screw Balance, from Rs. 100 to Rs. 125
Silver Hunting Keyless Lever Watches ...., 65 to " 75
Silver Double Crystal Keyless Lever Watches ...., " 50
Silver Hunting, ½ Hunting, and Open-Faced Watches, not Keyless ....Rs. 40, 45 and 50
IMPORTANT TO SHIKAREES, TRAVELLERS AND PEOPLE IN THE DISTRICTS.
German Silver Open-Faced Keyless Lever Watches of superior make, strong and durable, and guaranteed to stand hard wear and tear and keep accurate time..........Rs. 30 each.
Gold Keyless Hunting and Open-Faced Keyless Clock Watches, from ....Rs. 800 to Rs. 1,600
Gold Hunting ½ and Minute Repeaters ...., 800 to " 2,000
Gold Perpetual and Ordinary Calendar Watches ...., 400 to " 1,300
Gold Chronographs and Chronometers ...., 550 " 800
C. MARCKS AND CO.,
WATCH-MAKERS,
JEWELLERS AND OPTICIANS,
BOMBAY AND POONA.
Agents for Messrs. Thomas Russell and Son's Watches.

INSURANCE.

SUN FIRE OFFICE, LONDON,
ESTABLISHED 1710.
INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses and their contents, in Bombay and the Mofussil, at the current rates.
CLAIMS arranged by the local Agents, and paid with promptitude and liberality.
PEEL, CASSELS & Co. Agents.

BOMBAY FIRE INSURANCE COMPANY, (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return Insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for shorter periods.
FORBES & Co., Secretaries and Managers.

FIRE INSURANCE. Exclusive Reserve Fund
THE LONDON AND LANCASHIRE FIRE INSURANCE Co., CAPITAL...Rs. 10,000,000
THE TRANSATLANTIC FIRE INSURANCE Co. (and re-insurances), CAPITAL ... " 9,000,000
THE BATAVIA FIRE INSURANCE Co., CAPITAL... " 8,000,000
THE SAMARANG FIRE INSURANCE Co., CAPITAL... " 2,000,000
BERLIN-COLOGNE FIRE INSURANCE Joint Stock Company in Berlin... " 4,271,000
MARINE INSURANCE.
THE SWISS LLOYD MARINE INSURANCE Co., CAPITAL...Rs. 2,000,000
THE REINISH WESTPHALIAN LLOYD MARINE INSURANCE Co., CAPITAL. " 3,000,000
THE SAMARANG MARINE INSURANCE Co., CAPITAL ... " 2,000,000
THE BATAVIA MARINE INSURANCE Co., CAPITAL ... " 3,000,000
THE NEUCHATELOISE MARINE INSURANCE Co., CAPITAL... " 2,000,000
For FIRE and MARINE INSURANCE in the above Companies apply to the UNDERSIGNED, who can offer ALL FACILITIES and MOST FAVOURABLE TERMS. ALL CLAIMS PROMPTLY SETTLED IN BOMBAY. Rates and other particulars can be obtained on application.
VOLKART BROTHERS, Agents.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CAPITAL, £5,00,000.
The Fund of £159,966—held on 31st Dec. 1876, by Trustees in special trust to protect Policies is made up as follows:—
The Life Fund, Government Securities £108,886
The Guarantee Fund, Ditto. 51,080
£159,966
THE LIFE FUND SECURITIES for INDIA are held by the Official Trustees of India, the Company having no control over the Fund. The receipts of the Trustees for the Securities are regularly filed in the Company's Office for inspection, besides being published at the end of each year, or assurers can refer to the Trustees themselves.
The absence of all "Secrecy" in respect of the disposal of Assurers Premium, as Evinced by above method, is a conspicuous item in the system.
AGENTS IN BOMBAY:
Messrs. ALDRIDGE SALMON and Co., Rampart Row.
Calcutta Office: 6, Old Court House Street.

ROYAL INSURANCE COMPANY.
CAPITAL—£2,000,000 STERLING.
FUNDS NOW AMOUNT TO 2,957,174, WHICH IS INVESTED IN THE BEST SECURITIES AND ESTIMATED TO PRODUCE 3,148,253.
A Reversionary Bonus of 7½ per cent. for the Quinquennial period ending 31st Oct. 1874 has just been declared.
FIRE BRANCH.
Fire Premiums for 1852..........£ 76,925
Do. 1862..........£300,600
Do. 1872..........£816,383
POLICIES covering risks on Merchandise and Buildings in BOMBAY and MOFUSSIL continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture, both in Bombay and in the Mofussil, insured on very favourable terms; Coals on the bunders also covered.
LIFE BRANCH.
Total Accumulated Funds....£1,853,011.
The Undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to intending applicants for insurance.
ANNUAL PREMIUM FOR CIVILIANS TO ASSURE Rs. 1,000.

AGE NEXT BIRTHDAY.	FOR THE WHOLE TERM OF LIFE.		FOR A LIMITED NUMBER OF YEARS.	
	With Profits.	Without Profits.	One year.	Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 0	21 1	22 0
25	41 6	32 13	23 2	24 10
30	44 10	35 15	26 1	27 5
35	48 6	39 8	28 10	29 10

The reduction of premiums to European rates begins from the date at which the assured leaves either Alexandria or Port Said for Europe.
CAMPBELL, MITCHELL & Co., Agents, Royal Insurance Company.
Bombay, Dec. 1876.

NOTICES.

STIRLING, BALD & Co., 2, DEAN LANE, BOMBAY, *Civil Service and Army Agents.*
CURRENT and DEPOSIT ACCOUNTS kept. Pay, Pensions, Dividends, and Moneys collected and invested. No commission is charged for keeping Current Accounts.
PASSAGES ENGAGED, Baggage collected and shipped.
BOOKS, Magazines, Newspapers, and Miscellaneous Supplies of all descriptions supplied at lowest rates. Special terms to Book Clubs and Messes.
PARCELS received and forwarded.
Corresponding House:
HORSLEY PALMER, STIRLING & Co.,
LONDON.

CORKS, CORKS, CORKS.
THE LONDON AND LISBON CORK-WOOD COMPANY LIMITED, who have taken Cork-wood from their Forests in Portugal for the last 14 years, and who have sold it in the chief markets of Europe and America, where it is known for its superior qualities, have recently commenced the manufacture of Corks at their factory in Lisbon, which they now offer to the trade at *very low prices.*
Lists of WINE, ALE, MINERAL WATER, and TA ERED CORKS, also of FRUIT and BARREL CORKS, of DAFF ES and VIALS will be furnished on application.
28, UPPER THAMES STREET, LONDON, E.C.

COLT'S NEW GOVERNMENT ARMY REVOLVER,
after a severe competitive trial by the U. S. Ordnance Department in 1873 and 1876, with the best revolvers made, has now been exclusively adopted by the United States Government, and the whole of the United States Cavalry is now armed with them.
It is made to take the English Government Boxer cartridges. Length of barrel 5½ and 7½ inches.
In the trial of 1869, advertised by another maker, the Colt's pistol used was a muzzle loader adapted to the use of metallic cartridges, which pistol has not been made or sold after that year.
COLT'S NEW 41-CAL DERINGER REVOLVER,
Especially suitable for the traveller, for personal and house defence.—See *Land and Water* and *Bell's Life* April 17, 1875. Weight 12½ ozs.
COLT'S NEW 38-CAL POLICE REVOLVER,
Shoots hard and accurate, even at longer ranges. 4-inch barrel; weight, 15 ozs.
COLT'S LARGE-BORE DERINGER,
For the Vest-Pocket; weight, 6½ ozs.
PRICE LISTS FREE.
ADDRESS—COLT'S FIRE ARMS COMPANY,
14, PALL MALL, LONDON, S.W.

ADVERTISING AT RAILWAY STATIONS.
THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda and Central India Railway Company, the [illegible] right of advertising at all the Railway Stations [illegible] these two Companies, is prepared to contract [illegible] desirous of posting Notices or Advertisements on the [illegible].
The announcements may be in English or [illegible] of the Native Languages.
The advantages which Railway Stations present [illegible] bringing intimations of all kinds before the public [illegible] demonstrated in England by the extensive use [illegible] by Advertisers, of every station, great and small [illegible] in the United Kingdom.
Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to [illegible] on the notice of the Public, all alike value [illegible] way Station Advertising.
There is no reason why the privilege should not be [illegible] ally valuable to Advertisers in India. [illegible] increasing number of Native Railway Passengers on the [illegible] trunk lines of Western India, native merchants [illegible] seeing that they have the privilege of advertising [illegible] language, would find the publication of their [illegible] Railway Stations a decided means of [illegible].
And as nearly ALL TRAVELLERS ARRIVING IN [illegible] AT BOMBAY, and proceed by the G. I. P. or B. B. [illegible] ways to their destinations, placards [illegible] Stations on those lines are every [illegible] more valuable as means of bringing the Advertiser [illegible] to the notice of the Public.
Advertisers can select the Stations [illegible] they wish their Placards posted [illegible] period that may be agreed [illegible] on an extremely moderate [illegible] to make a liberal use of the [illegible] announcements known to [illegible].
Placards, according to [illegible] printed at the "Bombay Gazette" Press.

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